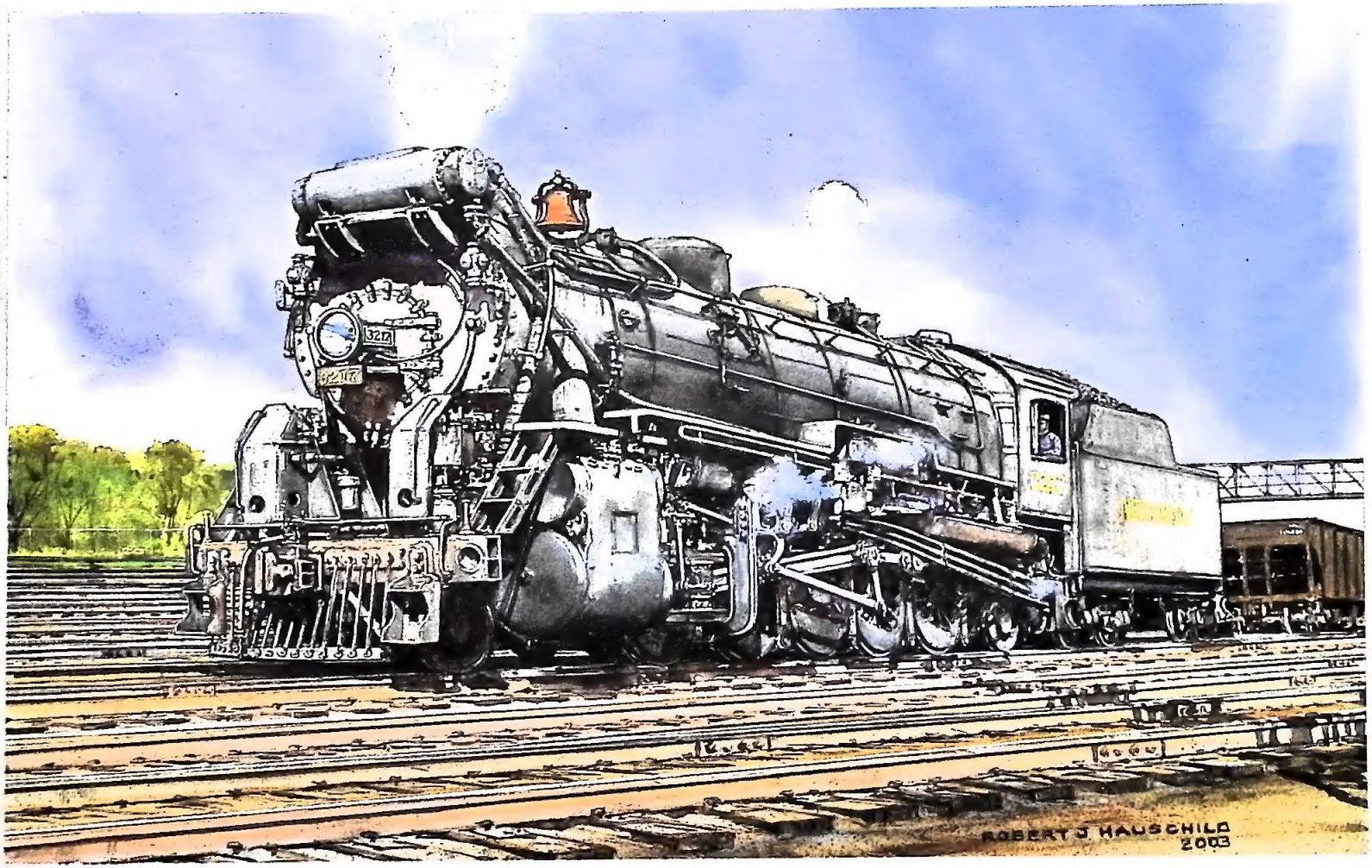

SUMMER 2003
VOLUME XXVI
NUMBER 4

LOCOMOTIVE

QUARTERLY

Ten-drivered locomotives are a special breed. The setup of valve gear and connecting rods for such an engine necessarily involved heavy reciprocating parts. To counterbalance such masses was a challenge. The many 2-10-2s built in the World War I era and shortly after were limited in speed by this problem.

On the other hand, where speed was restricted by topography, this caused less concern. The New Haven's Maybrook line, with several grades and many curves, proved a suitable home for a fleet of Santa Fe types that offered great power, but were tough on the roadbed and costly to maintain if pushed much above 40 mph.

On the AT&SF, a different situation prevailed. Like the New Haven, it owned a large fleet of 63-inch drivered 2-10-2s that were sound drag freight power, but limited in speed. When the road turned to yet larger 2-10-4 type engines, the massive reciprocating weights required counterbalancing that could only be placed in larger drivers. The 74-inch drivers installed on these Texas type engines were among the highest ever on engines intended to be tonnage hogs.

An NYNH&H Power Package. At New Haven's Cedar Hill Yard, this massive 2-10-2 will soon take a manifest across Connecticut's hills and the Poughkeepsie bridge to connections at Maybrook, N.Y. Water color by Robert J. Hauschild

LOCOMOTIVE QUARTERLY

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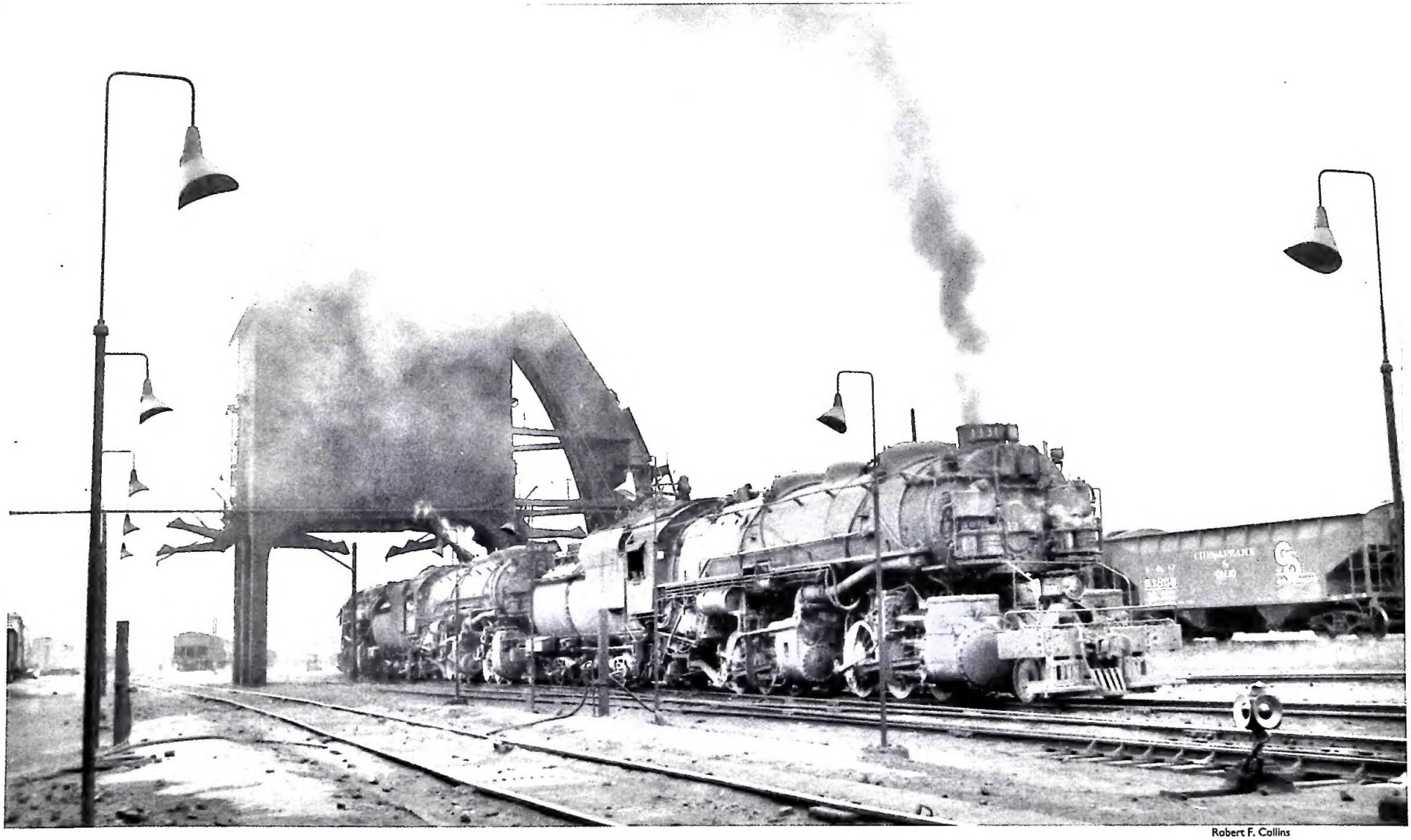
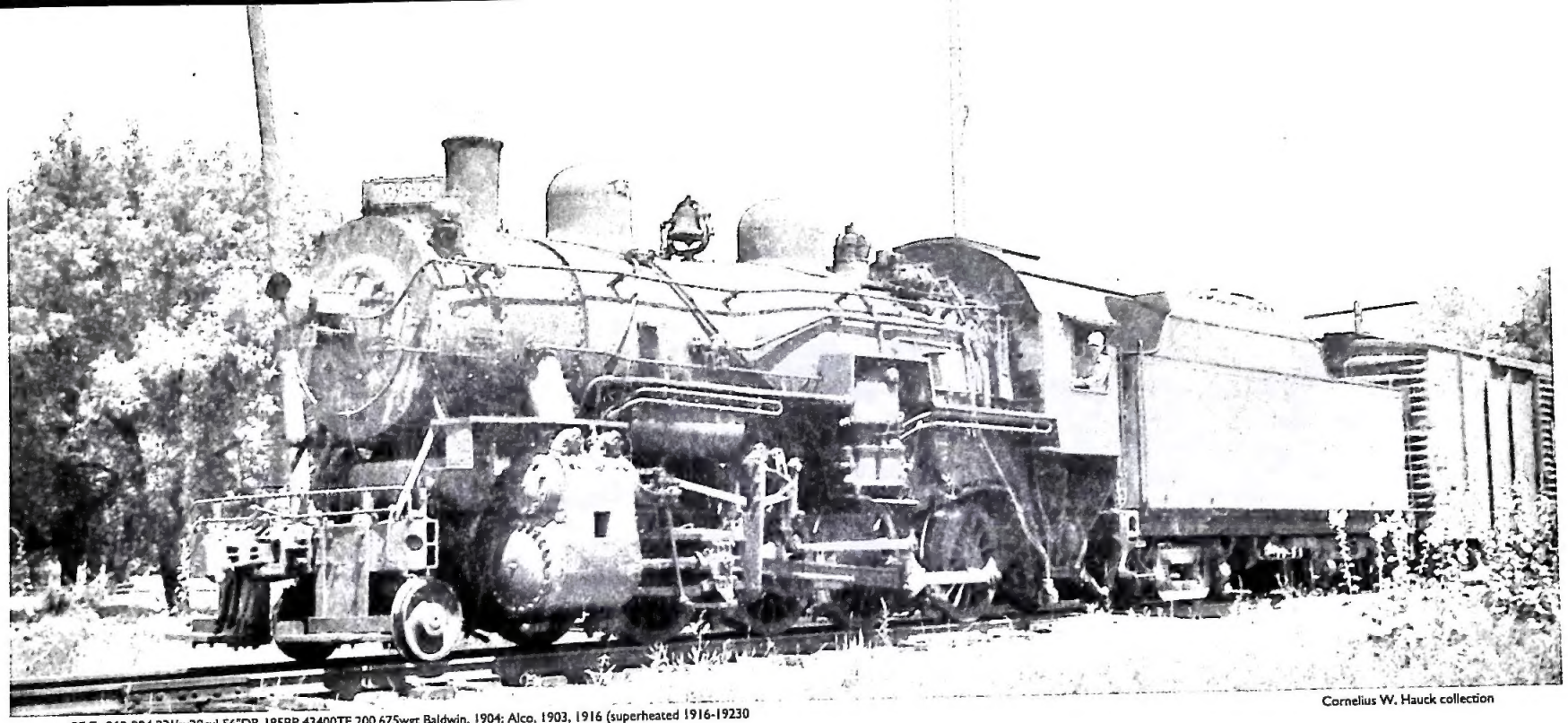


Robert F. Collins

C&O Mallets 1331 and 1494 with 0-8-0 Switcher 225 await work at the Peach Creek, W. Va. Engine Terminal on September 23, 1955.

Pacifics 453 and 451 doublehead an eastbound section of Train 6, The Sportsman, at Charlottesville, Va., April 11, 1937.

Walter H. Thrall/Cornelius W. Hauck coll.



Cornelius W. Hauck collection

3F-7s 960-994 23½x28cyl 56"DR 185BP 43400TF 200,675wgt Baldwin, 1904; Alco, 1903, 1916 (superheated 1916-19230

Consolidation 994 works at Converse, Ohio in the 1930s.

CHESAPEAKE & OHIO LOCOMOTIVES - PART 1

Long a major coal hauler and a vital part of the eastern rail network, the Chesapeake & Ohio's motive power roster saw major generational changes through the years. Continual additions of newer, modern power occurred, but well-maintained older engines enjoyed long lives.

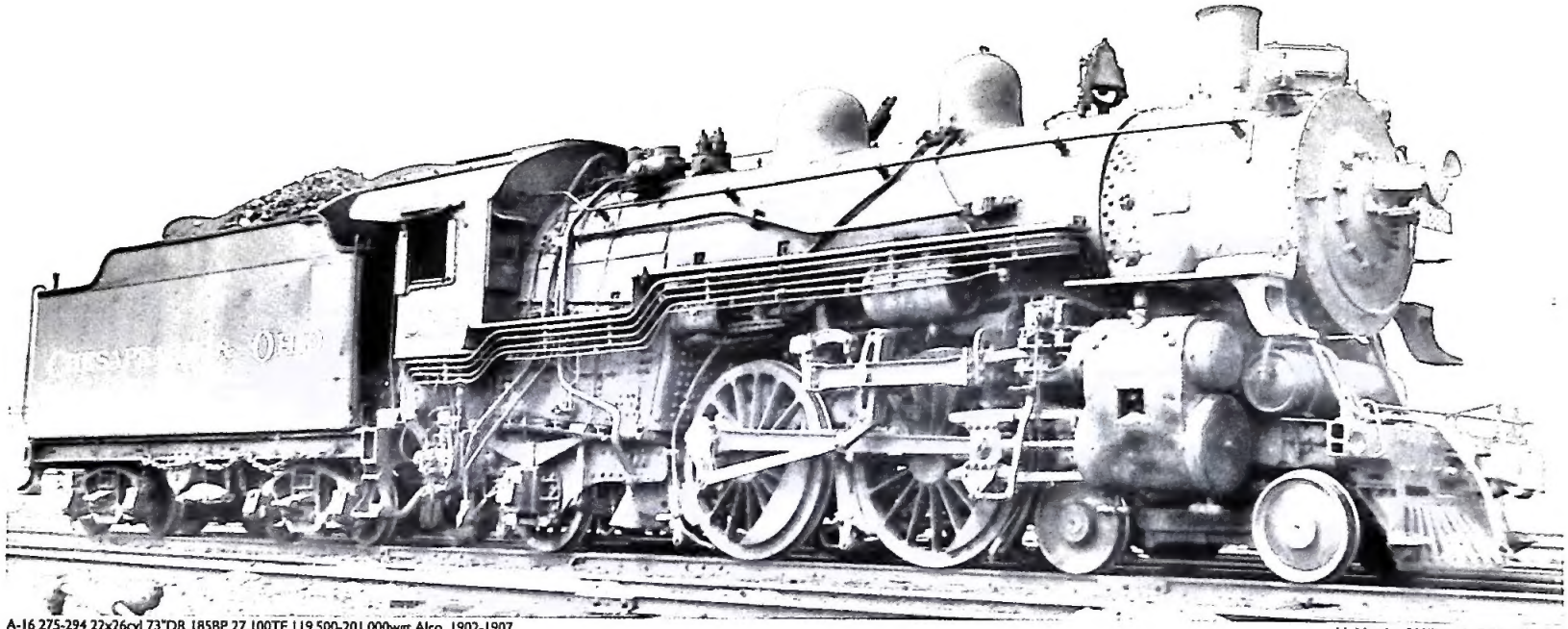
The early 1900's saw many purchases of heavy Consolidation types as tonnage haulers. Multiple engine trains over the Mountain Division with such power became the rule. Built in large numbers prior to World War I, the G-7 and G-9 class fleet rode on 56-inch drivers, had 22x28-inch cylinders, and supplied 41,150 pounds tractive force.

Class G-7, built from 1903 to 1907 plus a final 10 in 1916, became Numbers 790-964 in the 1924 renumbering. Class G-7s, engines that became 960-994 after 1924, were superheated between 1916-1923.

Class G-9, built in 1909, became Numbers 1010-1059 in 1924. They were basically G-7's with Walschaert rather than Stephenson valve gear. All were superheated in the 1920s.

On the passenger side, the road took a different tack. This era saw the trailing truck coming into its own. The C&O bought two 4-4-2 Atlantics and a pair of 4-6-2 Pacifics in 1902, followed by repeat orders over several years.

The Atlantics, though long-lived, were limited to one 20-engine class. The F-15 Pacifics numbered 27 engines, but further Pacific classes were added and developed over many

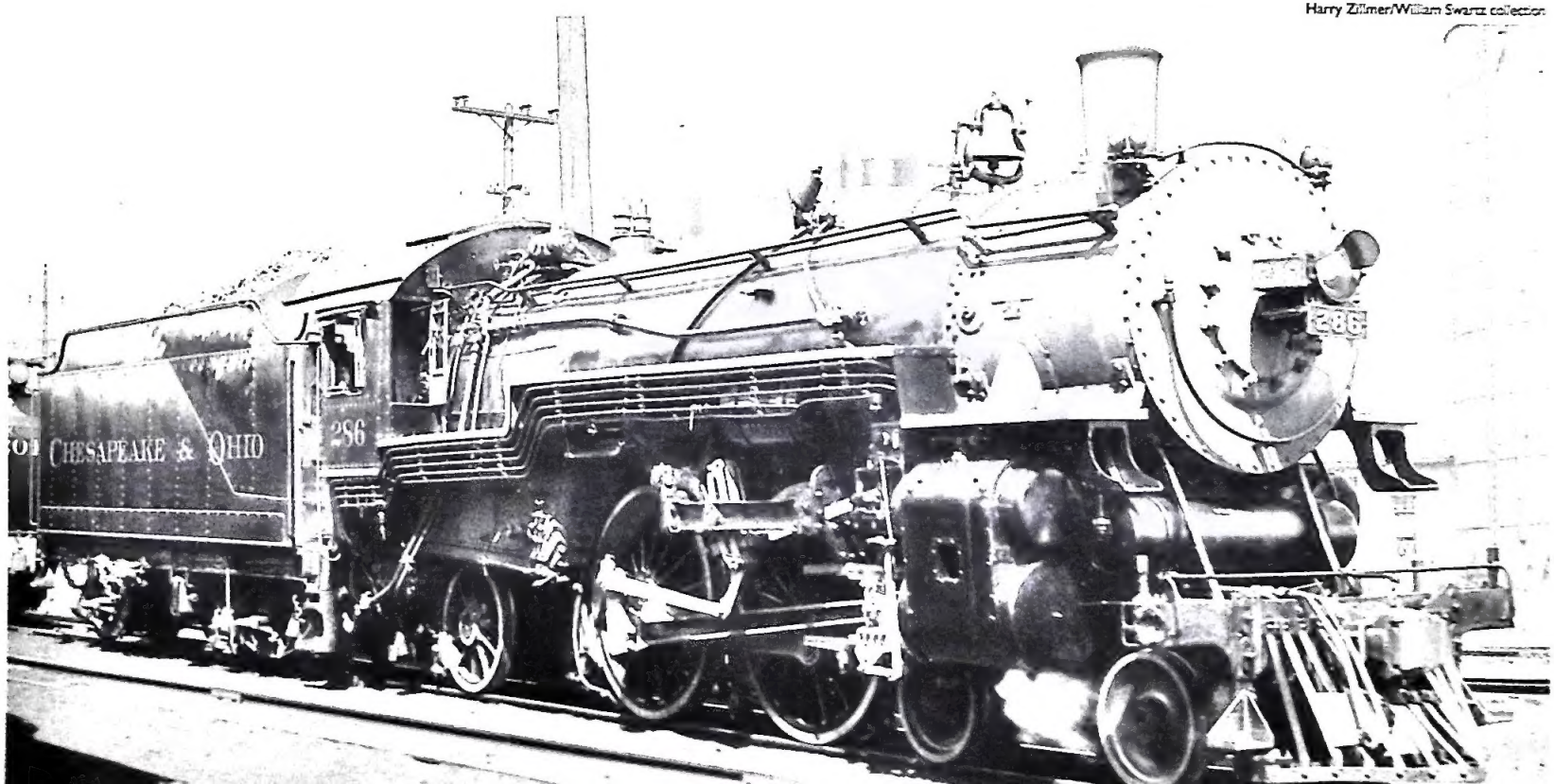


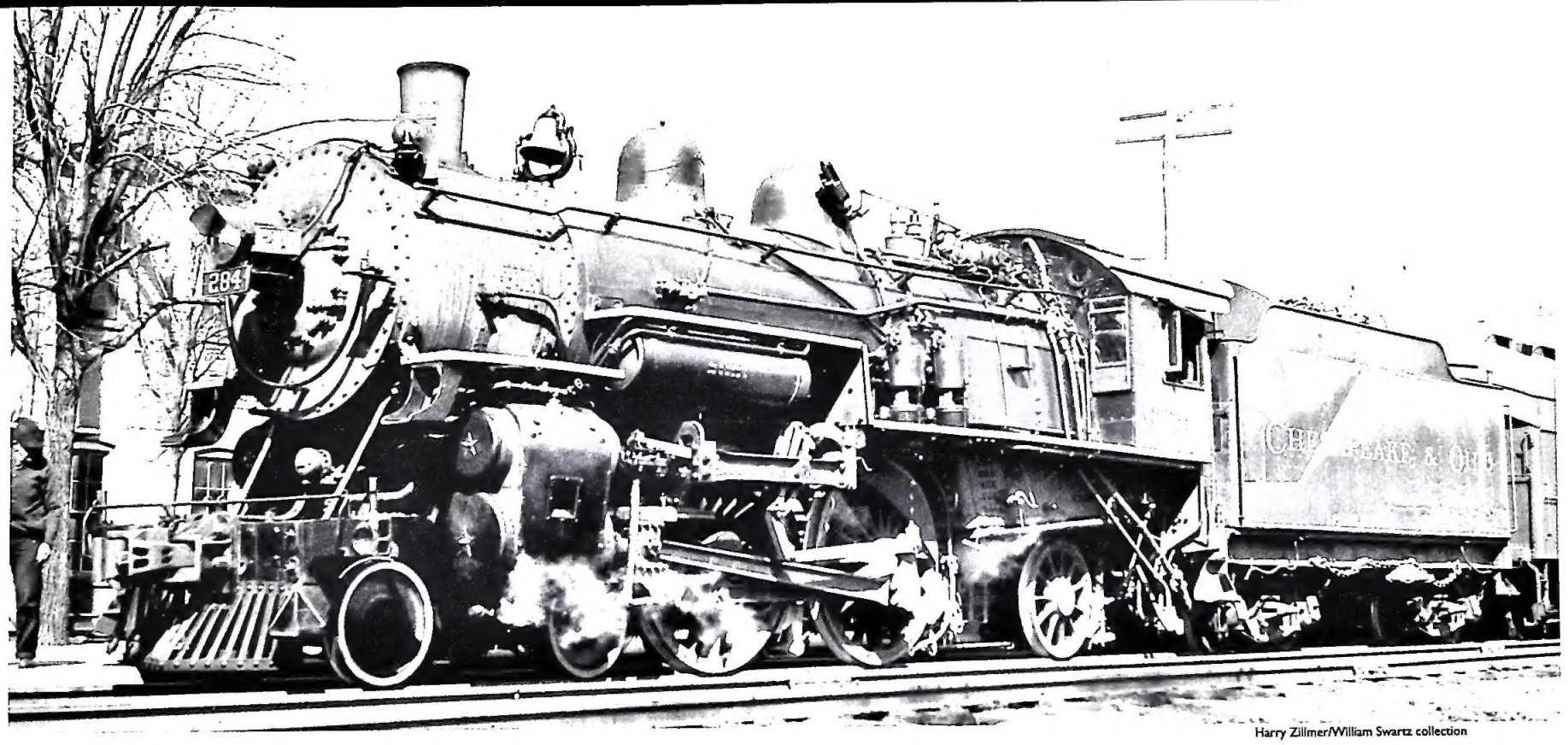
A-16 275-294 22x26cyl 73"DR 185BP 27,100TF 119,500-201,000wgt Alco, 1902-1907

H. Newton/William A. Raia collection

Atlantic 288 (above) awaits a run at St. Albans, Va. on September 5, 1938. Atlantic 286 (below) is service-ready at Peru, Ind., August 3, 1936.

Harry Zillmer/William Swartz collection





Harry Zillmer/William Swartz collection

Train 17, Engine 284, Peru, Ind., March 6, 1987.

years. The coming of heavy steel passenger cars made the Atlantic type's limited capacity a handicap.

Both the 20 A-16 class Atlantics and the 27 F-15 Pacifics came with Stephenson motion. Between 1916 and the mid-1920s, all were rebuilt and superheated, with 73-inch rather than their original 72-inch drivers and Walschaert valve gear.

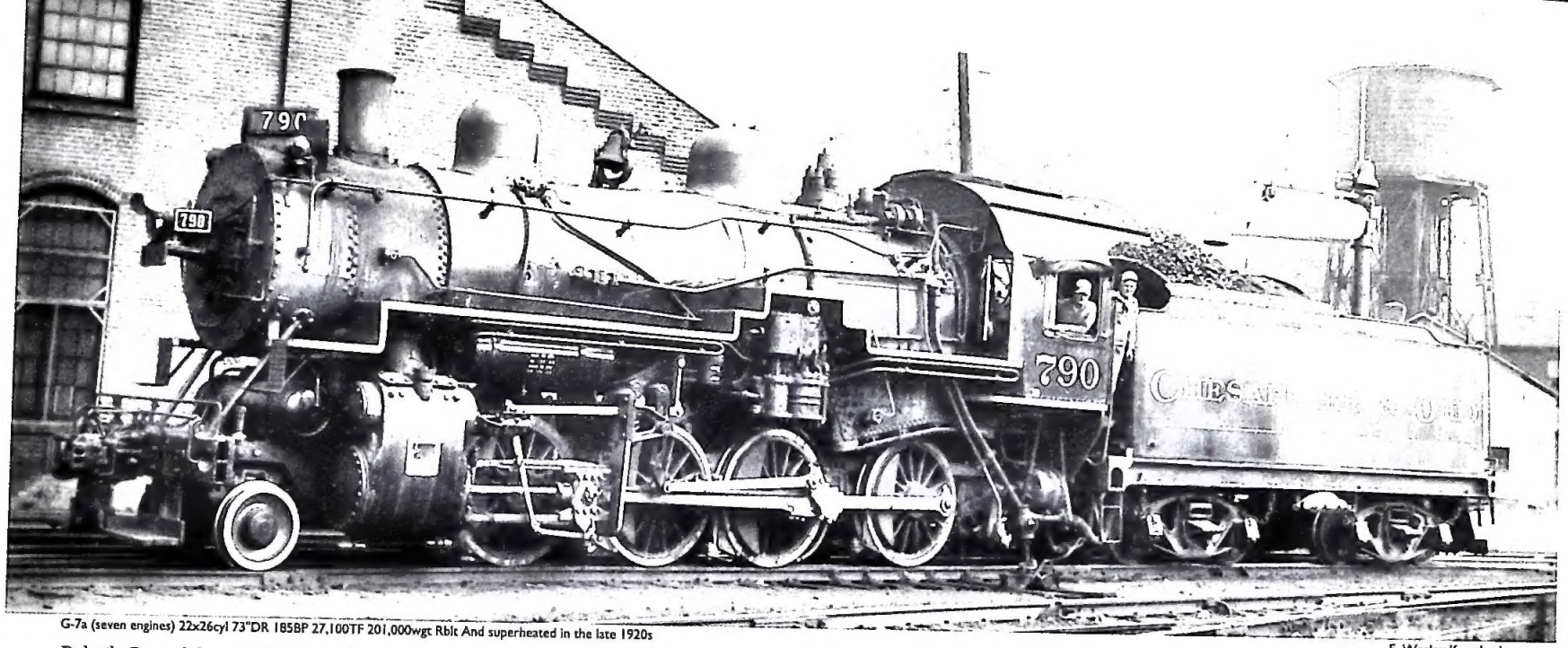
The 1924 renumbering grouped the A-16 Atlantics as 275-294. The F-15 Pacifics became Numbers 430-456.

The Pacifics saw a vital improvement somewhat later. All received stokers in 1930.

Major change commenced in 1910. That year brought a single 2-6-6-2 Mallet to the road with the capacity of two Consolidation types. This class H-1 engine tested so well that 20 modified versions were added as class H-2. An immediate success on the Mountain Sub-Division, yet further modifications led to 25 H-3 engines assigned to the affiliated Hocking Valley and many H-4 engines in several orders preceding World War I for the C&O proper. Still more such power would be added in the post-war era.

An important feature of the Mallets was a sizable combustion chamber in front of the firebox . It was one of the reasons for their free steaming and economical fuel usage.

Larger, later power saw these Mallets to shift to other duties, but they were among the most useful C&O engines for



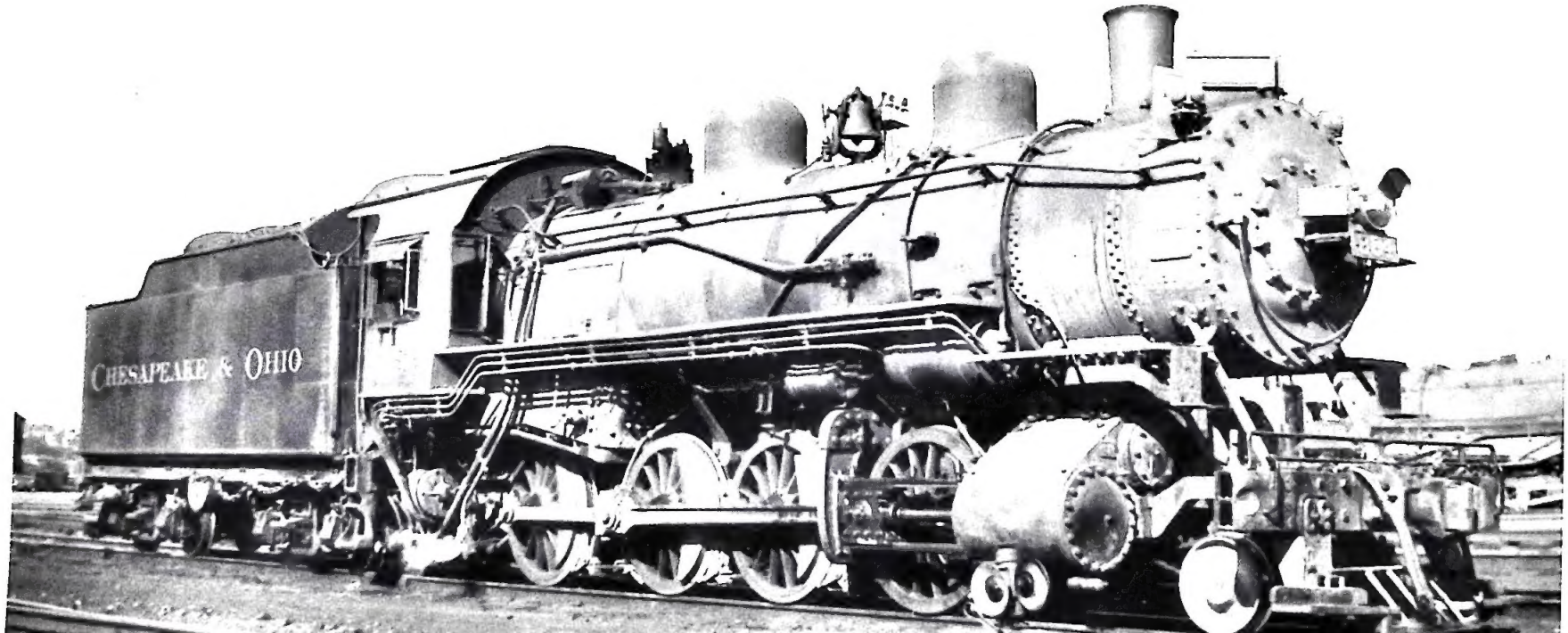
G-7a (seven engines) 22x26cyl 73"DR 185BP 27,100TF 201,000wgt Rblt And superheated in the late 1920s

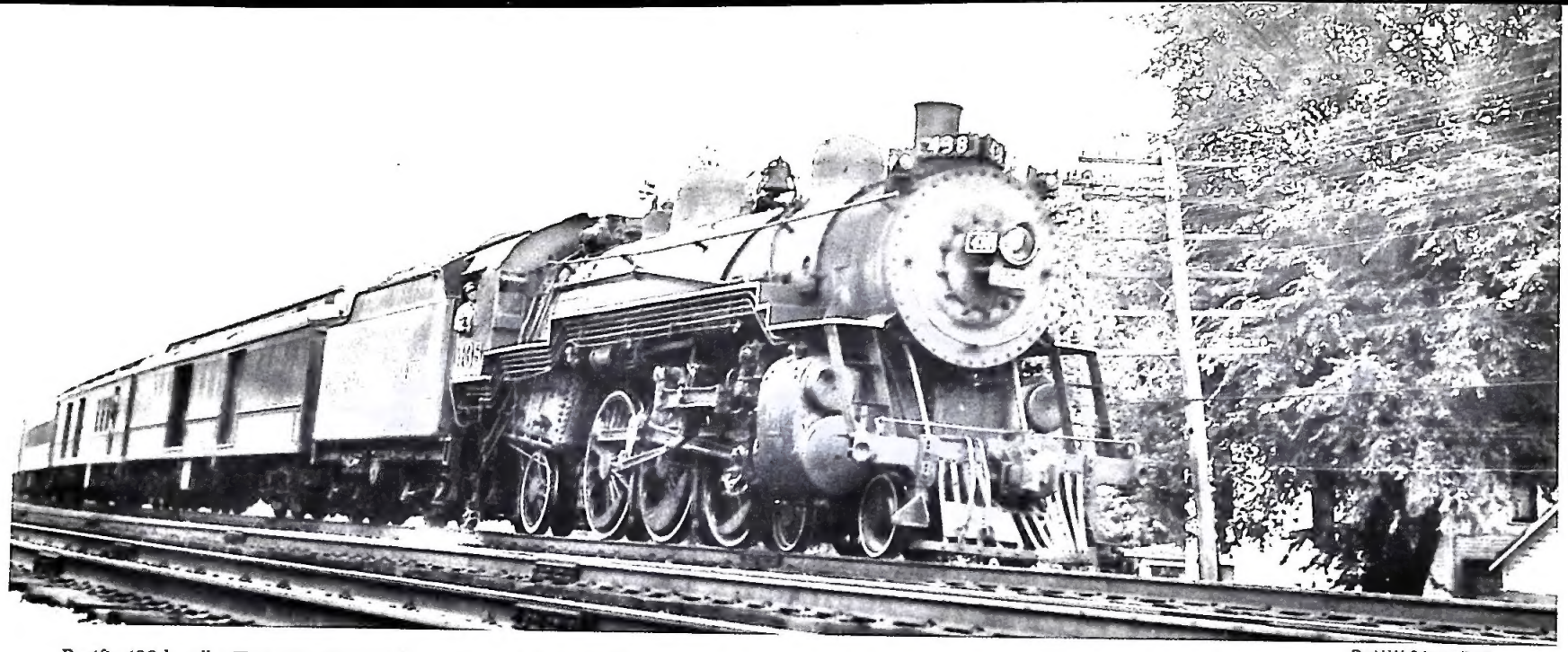
F. Wesley Krambeck

Rebuilt Consolidation 790 (above) is at Covington, Ky., August 24, 1947. Consolidation 884 (below) is in switching service at Richmond's Fulton Yard, September 17, 1949.

G-7 790-959 23½x28cyl 56"DR 185BP 178,000-204,000wgt Alco-Richmond, Baldwin, 1903-1907

D. Wallace JohnsonD. Wallace Johnson





Pacific 438 handles Train 7 at Cattlettsburg, Ky. on July 2, 1947.

David W. Salter collection

27x28 cylinders became the standard for all later C&O Pacifics. These F-16 class engines became Numbers 460-467 in 1924.

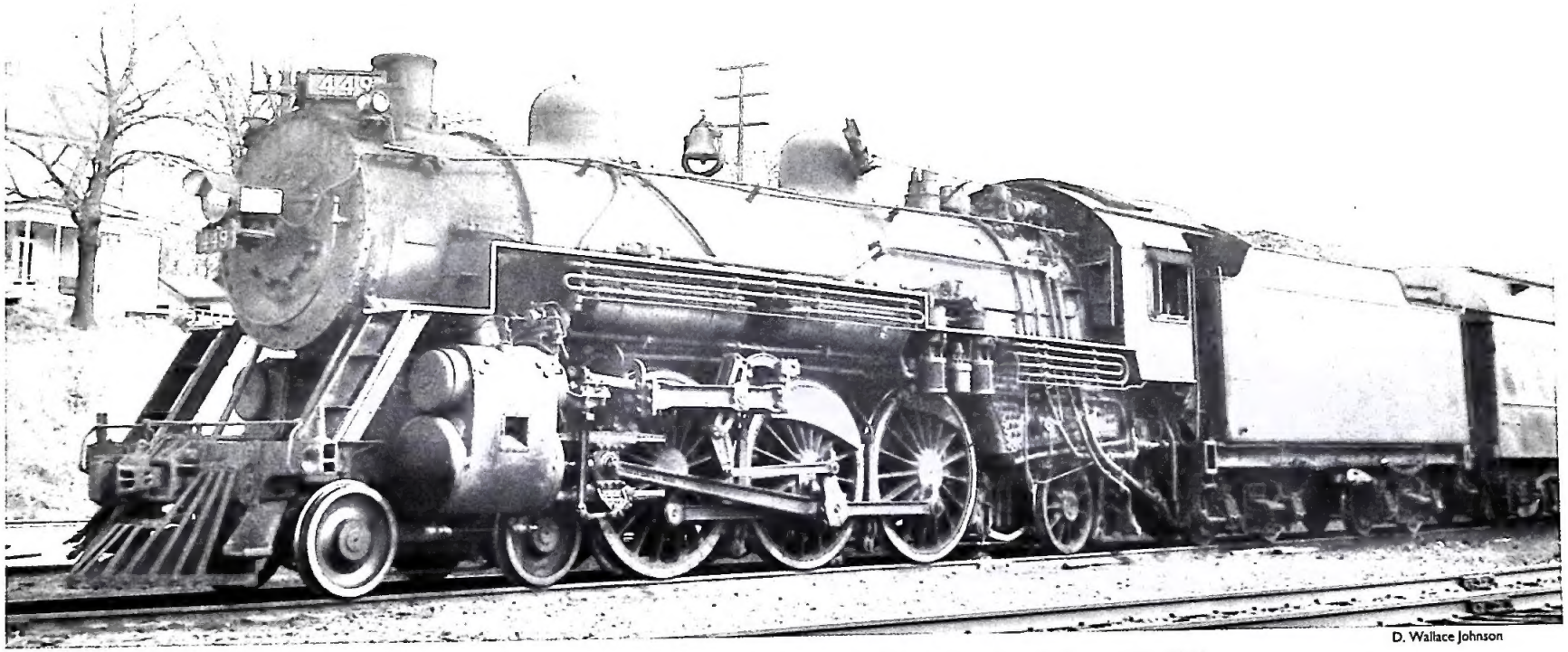
Still larger Pacifics, class F-18, arrived from Alco in 1914. Built expressly for Mountain Sub-Division passenger service, they had 69-inch drivers for extra "dig" on heavy grades and offered a faster alternative to the initial three 62-inch drivered 4-8-2s. In later years as yet heavier 4-8-2s displaced them on the Mountain Sub-Division in turn, they were rebuilt with 74-inch drivers and changed from Walschaert to Baker valve gear. The basic general design of these engines set a standard that was modified somewhat in post-World War I Pacific type orders.

While the Hocking Valley took the C&O's lead in adding Mikados and Mallets, the pre-World War I era found it adding some classes of its own. Ten Wheelers that became C&O 86-91, Alco 73-inch drivered engines delivered during 1910-13, entered service well after the C&O proper had switched to Atlantics and Pacifics for new passenger power.

The Hocking Valley also acquired heavy Consolidations that became C&O 150-169, and 700-719 during 1910-11. These were classic Alco 2-8-0s in specifications and appearance, closely related to the New York Central G26 class 57-inch drivered 2-8-0s.

Surprisingly, the C&O switcher roster was limited until later years. A few 0-6-0s served on assignments where curves were tight and clearances limited, but older road power did much of the heavy switching work common to coal roads. Consolidations saw a lot of switching and transfer work and, in due course, a number of 2-6-6-2 Mallets as well.

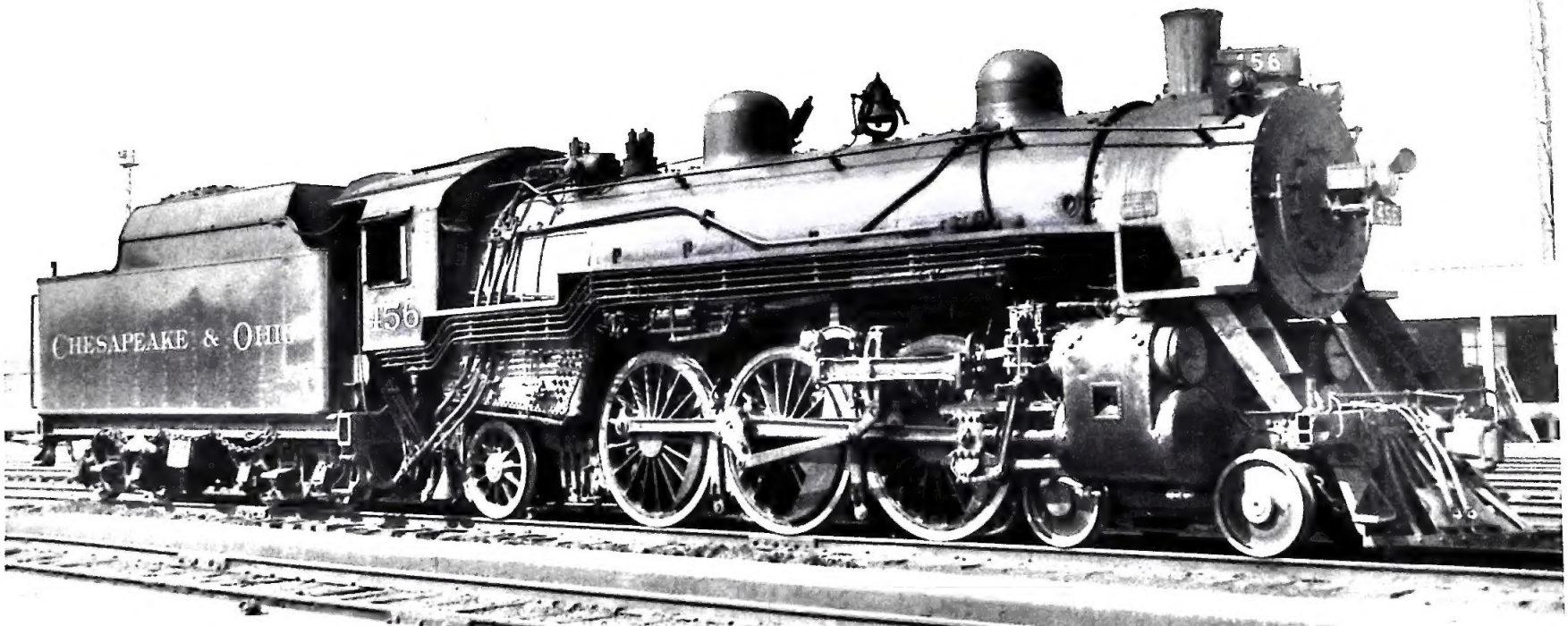
C&O's power progress before World War I set the stage for greater advances in the years following. Locomotive Quarterly will review this remarkable period in the next issue.



D. Wallace Johnson

Pacific 449 (above) makes the station stop at Athens, Ohio, December 2, 1949. Classmate 456 is at Cincinnati, August 25, 1946.

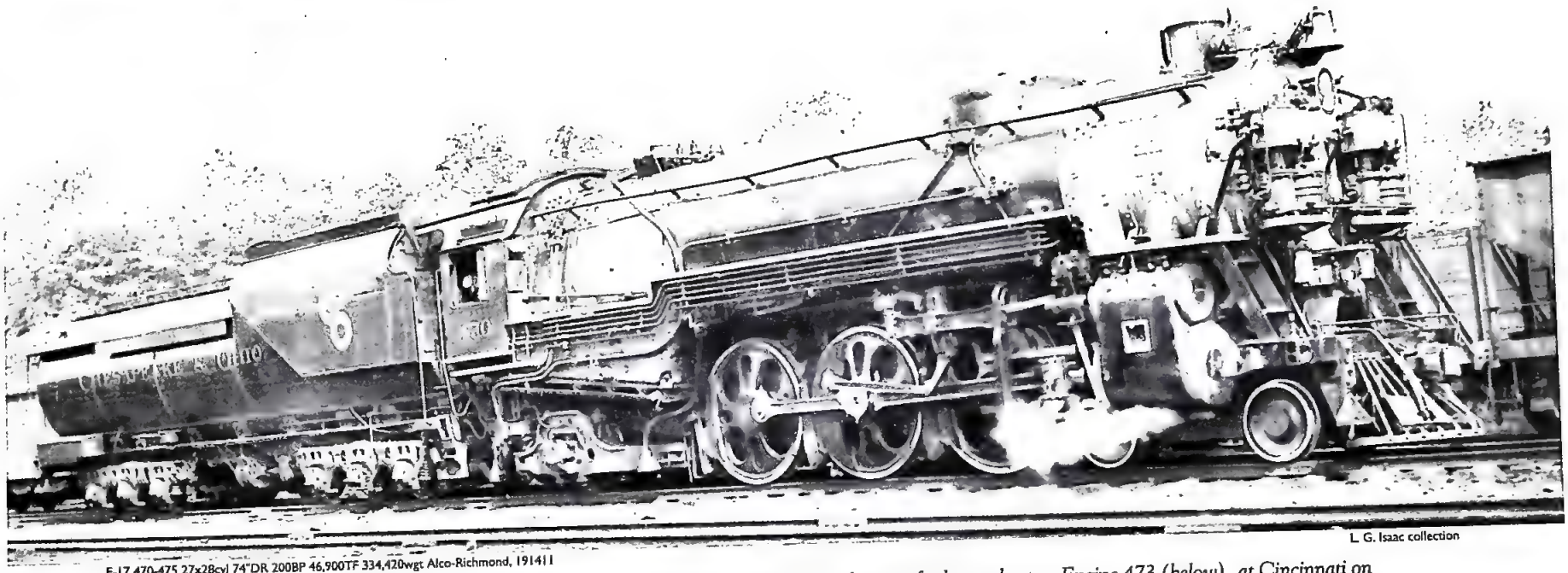
Robert J. Foster/ William A. Raia collection



F-16 460-467 27x28cyl; 74"DR 180BP 43,400TF 290,000wgt Baldwin, 1913

Heavy class F-16 Pacific 462 is at Richmond's Fulton Yard, September 1, 1948.

D. Wallace Johnson/William A. Rala collection

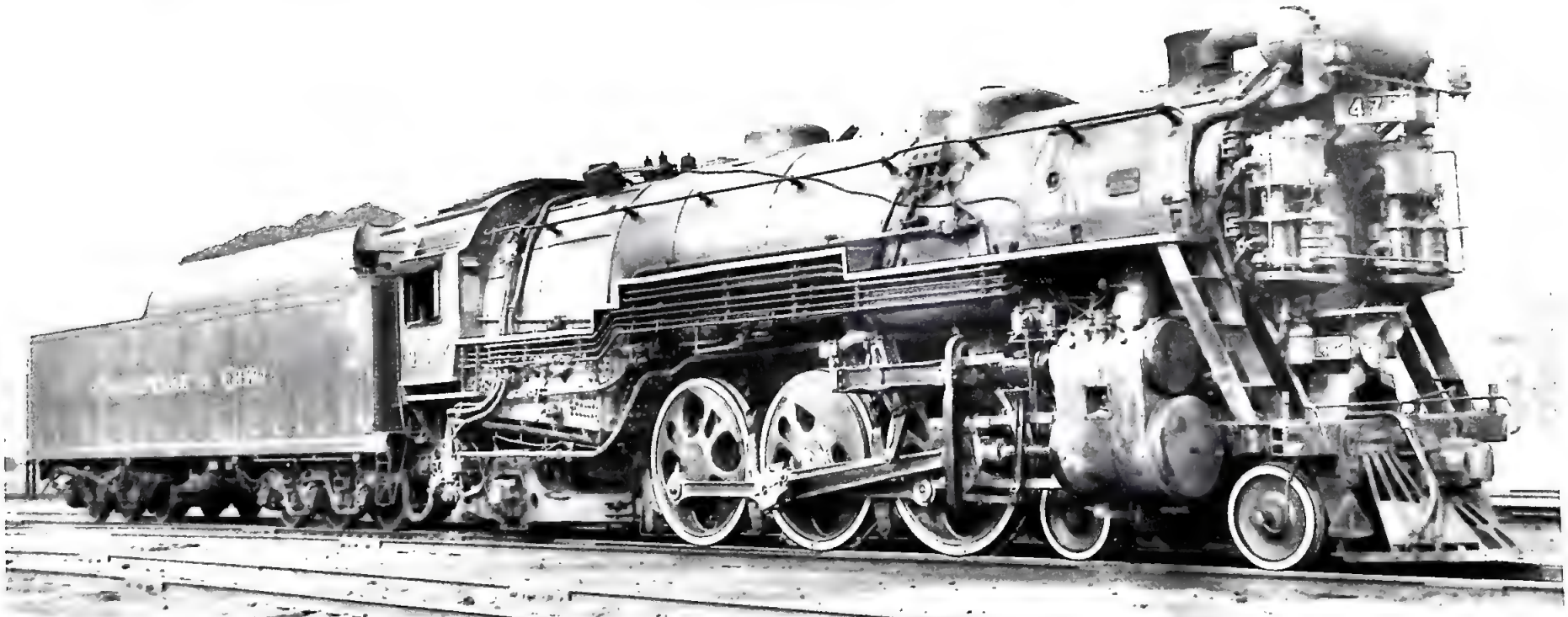


L. G. Isaac collection

F-17 470-475 27x28cyl 74"DR 200BP 46,900TF 334,420wgt Alco-Richmond, 191411

Pacific 470 (above), at Ashland, Ky. in the 1930s, has been given disk drivers and a Worthington feedwater heater. Engine 473 (below), at Cincinnati on September 7, 1949, also with disk drivers, carries an Elesco feedwater heater and a large box-type tender.

Robert J. Foster/William A. Raia collection



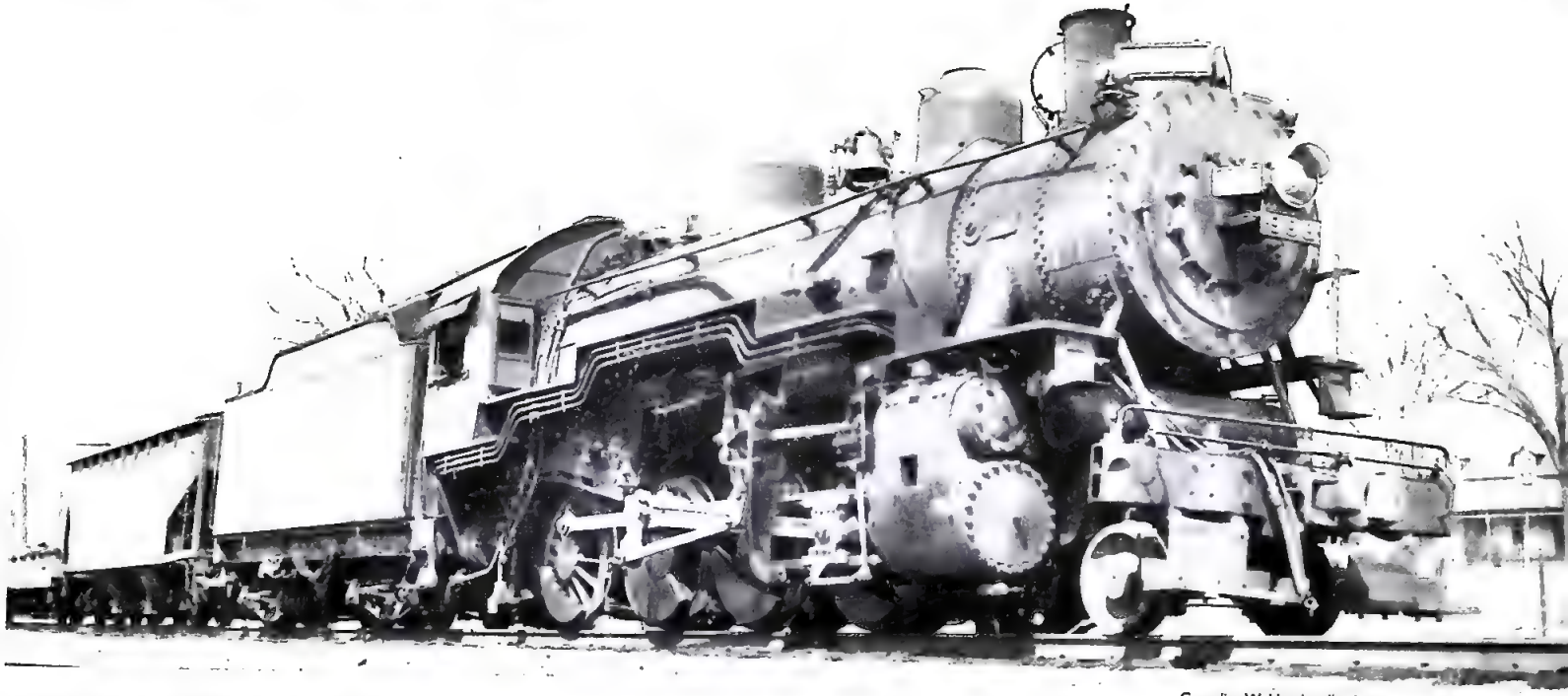
Consolidation 884 is at New Canton, Va. on Train 308, the Buckingham Branch Mixed, July 28, 1951.

D.Wallace Johnson

D. Wallace Johnson

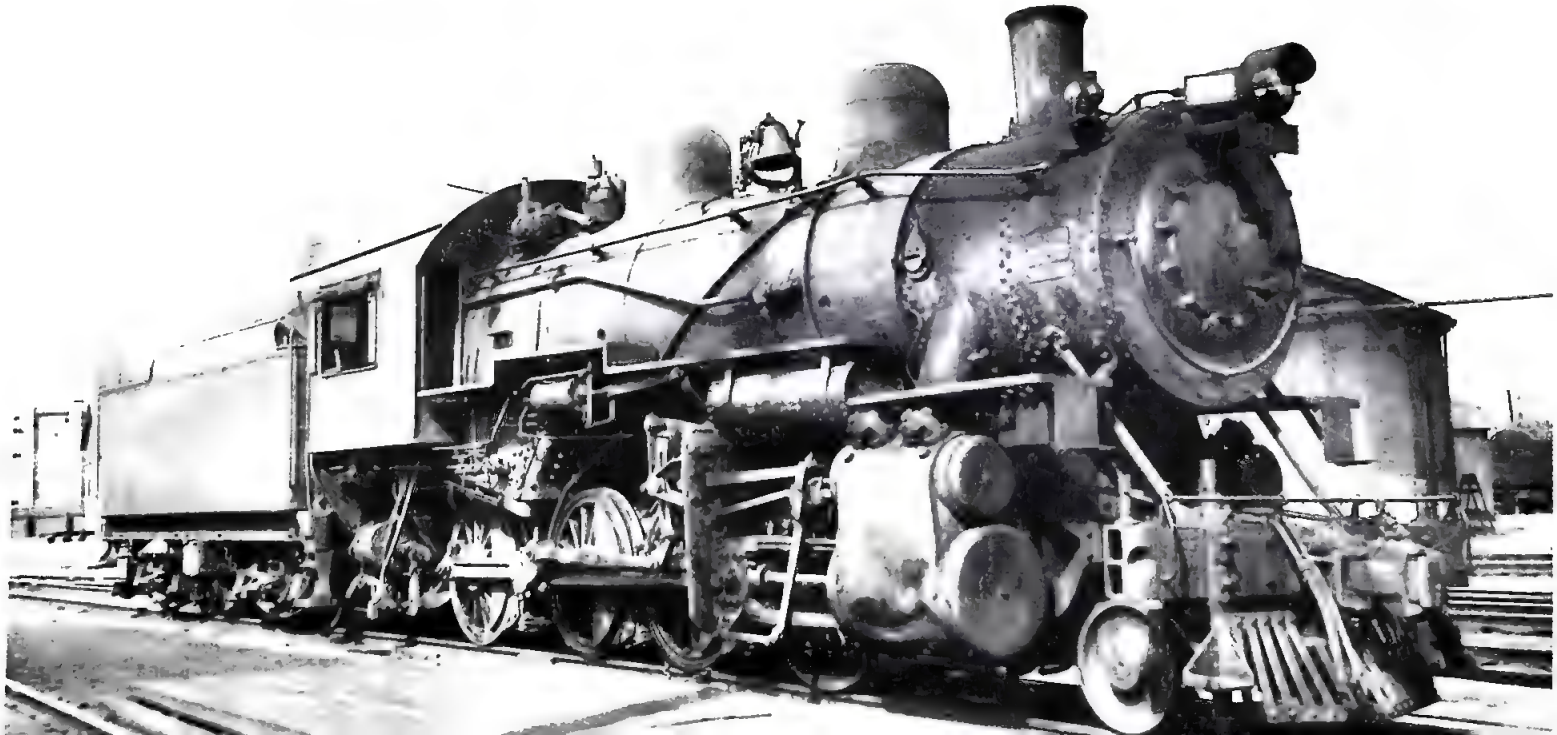
Consolidation 893, Train 307, the Buckingham Branch Mixed, at Penlan, Va., May 1, 1951.

Consolidation 996 (right) is at Converse, Ohio in the 1930s. Heavier G-9 Consolidation 1011 (below), awaits work at Ashland, Ky., May 29, 1938.

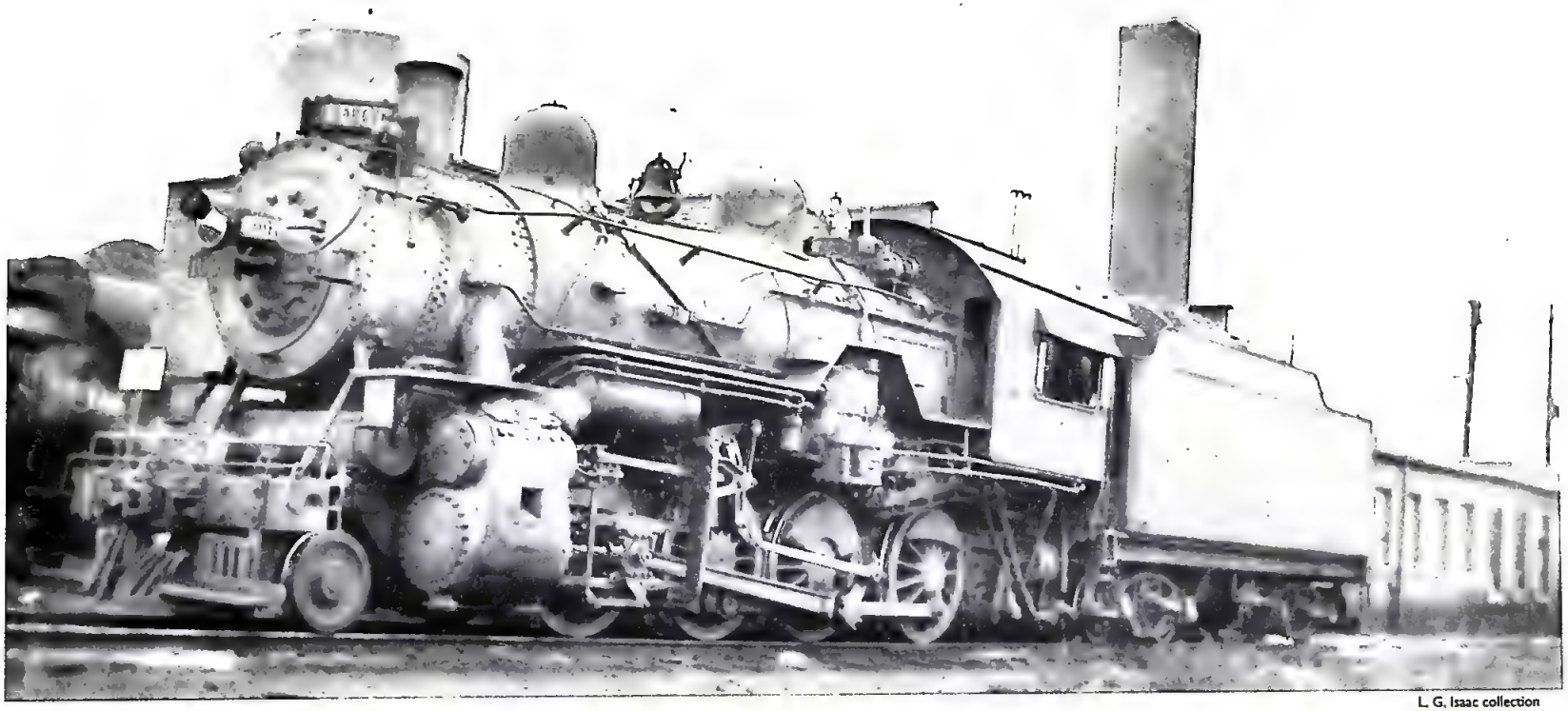


G-19 1010-1059 22x28cyl 56"DR 200BP 41,150TF 204,000wgt Alco-Richmond, 1909

Cornelius W. Hauck collection



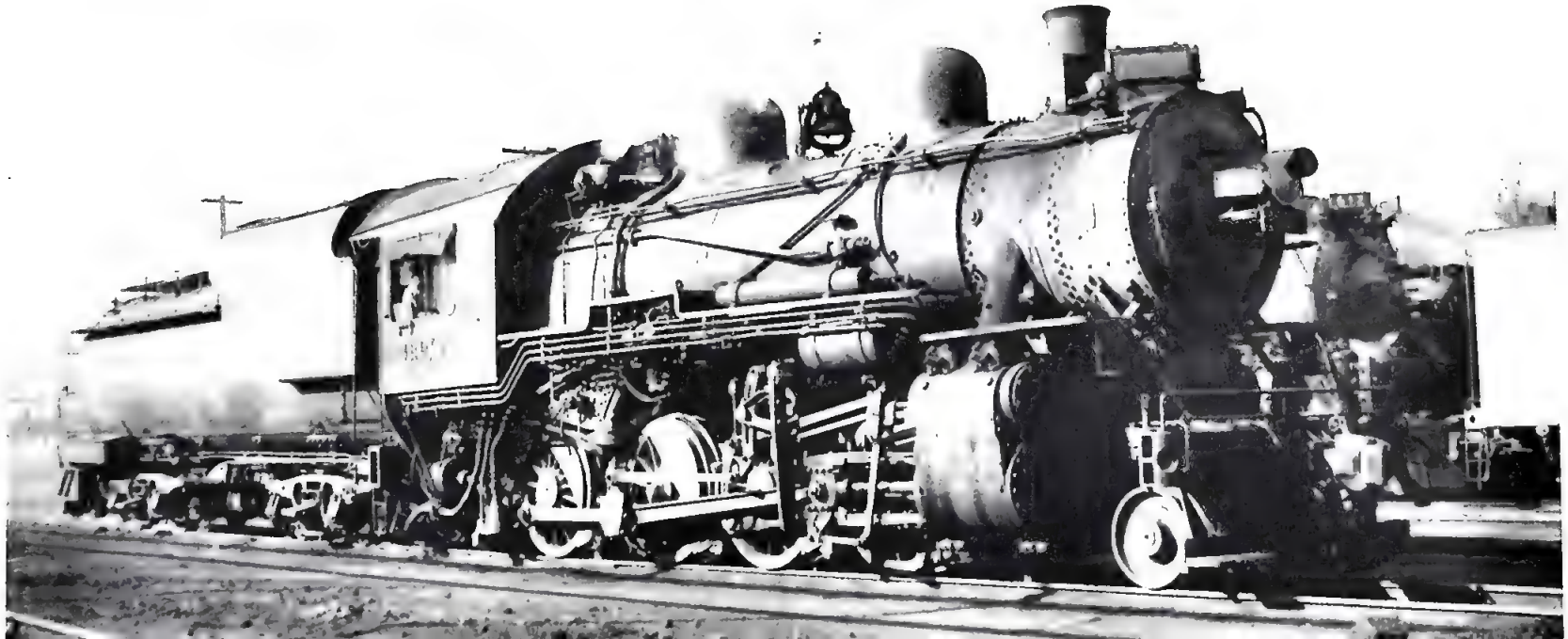
Walter H. Thrall, Cornelius W. Hauck collection



L. G. Isaac collection

G-9 1001 (above) is in heavy switching service at Russell, Ky. ca. 1948. Sister 1058 (below) has a Vanderbilt tender at Clifton Forge, Va., December 14, 1952.

D. Wallace Johnson



J-1 540-542 29x28cyl 62"DR 180BP 58,100TF 330,000wgt Alco-Richmond, 1911, 1912

Walter H. Thrall/Cornelius W. Hauck coll.

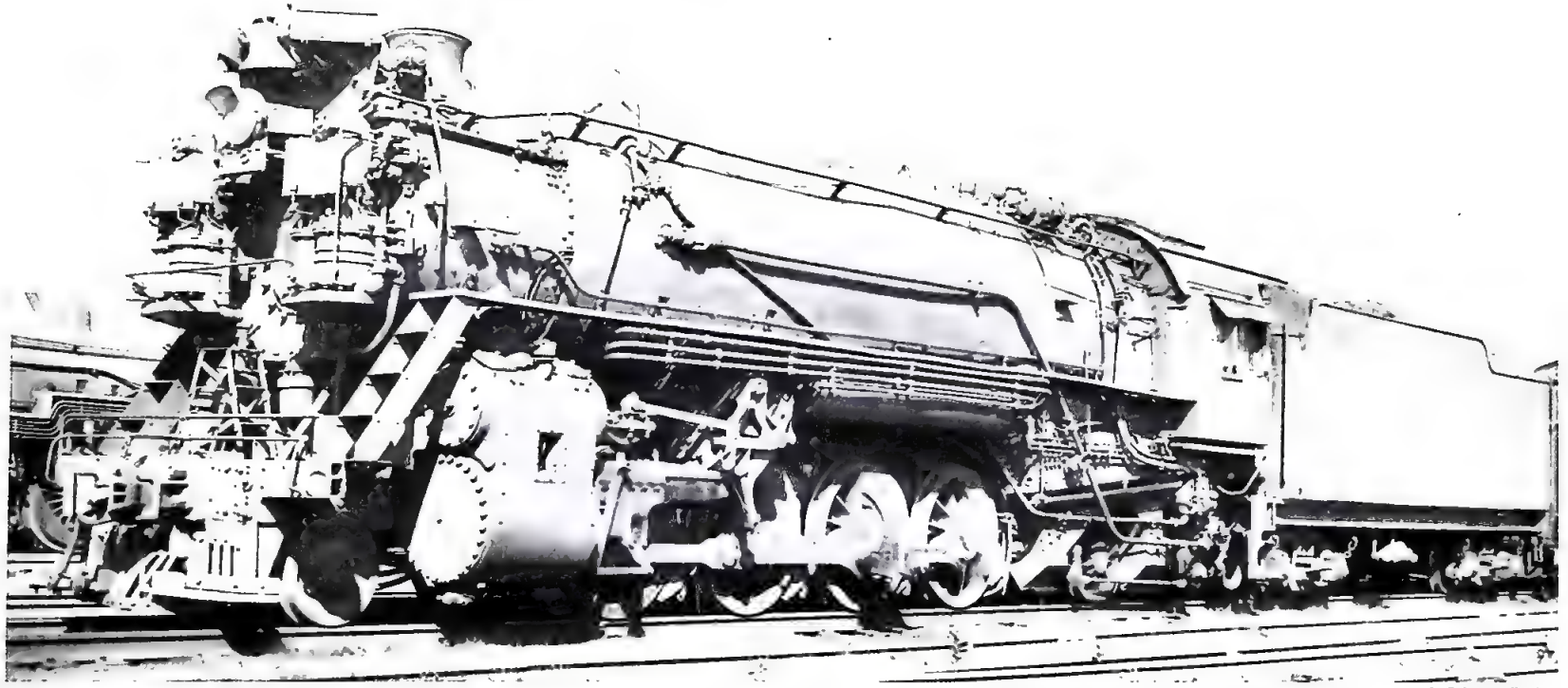
North America's first Mountain type, C&O Engine 540 (above), is at Ashland, Ky. in Ashland-Louisville passenger service. Sister 542 (below) is at Chicago in October, 1948.

C. Burns/William A. Raia collection

K-1 1100-1155 29x28cyl 57"DR 170BP 59,700TF 322,500-325,500wgt A;co-Richmond, 1911-1914

D. Wallace Johnson

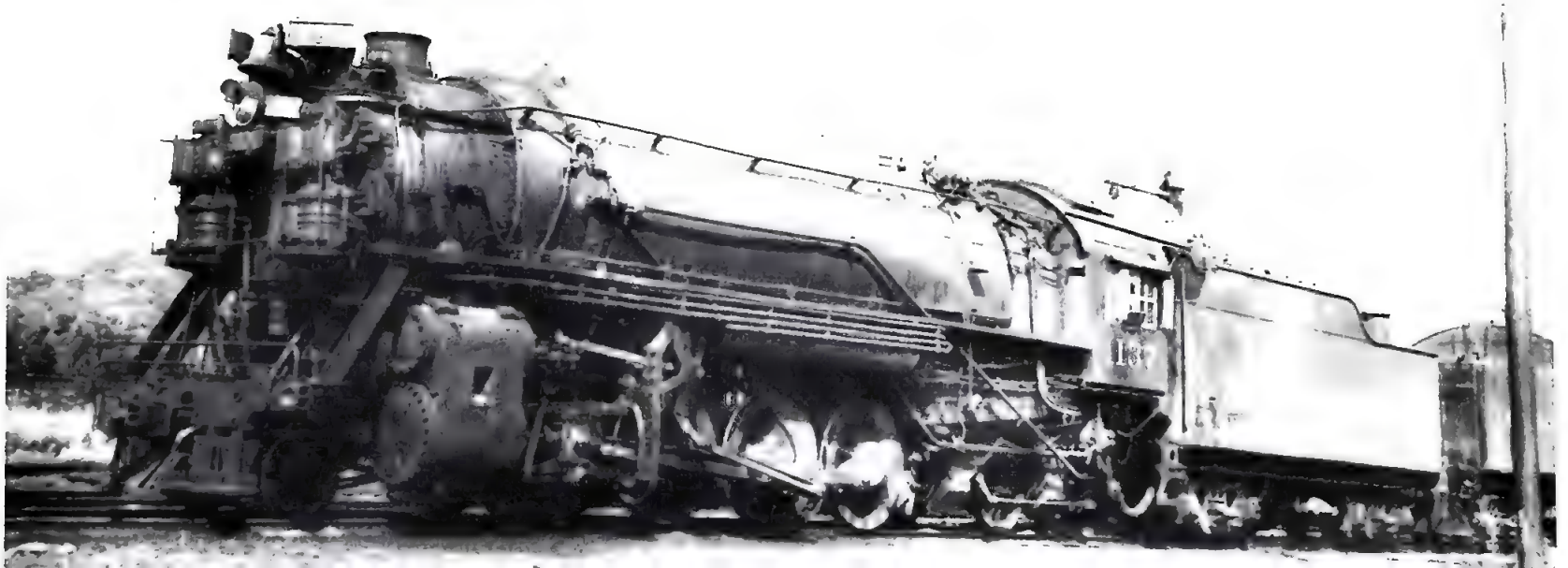
Mikado 1103, Fulton Yard, Richmond, Va., June 20, 1948.



L. G. Isaac collection

Awaiting service at Columbus, Ohio (above) is Mikado 1121 on May 24, 1949. Sister 1137 (below) is at Nelsonville, Ohio in December, 1948.

L. G. Isaac collection



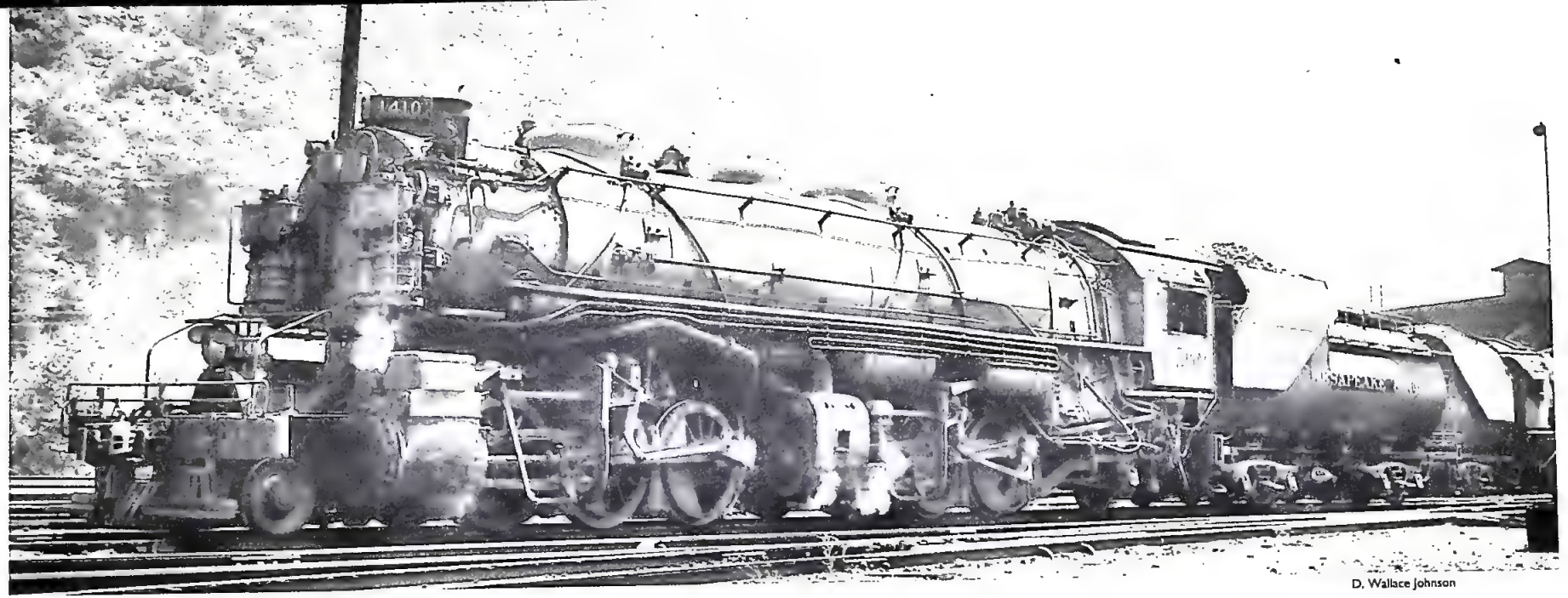
Robert F. Collins

Mallets 1402 and 1468 doublehead eastbound with 56 cars at Neibert, W. Va., September 23, 1955.

H-4 1325-1474 22&35x32cyl 56½"DR 200BP 93,600 (compound), 74,200 (simple)TF 435,000wgt Alco, 1912-1918

H-4 Mallet 1468 is at Peach Creek, W. Va. Engine terminal in May 19, 1955.

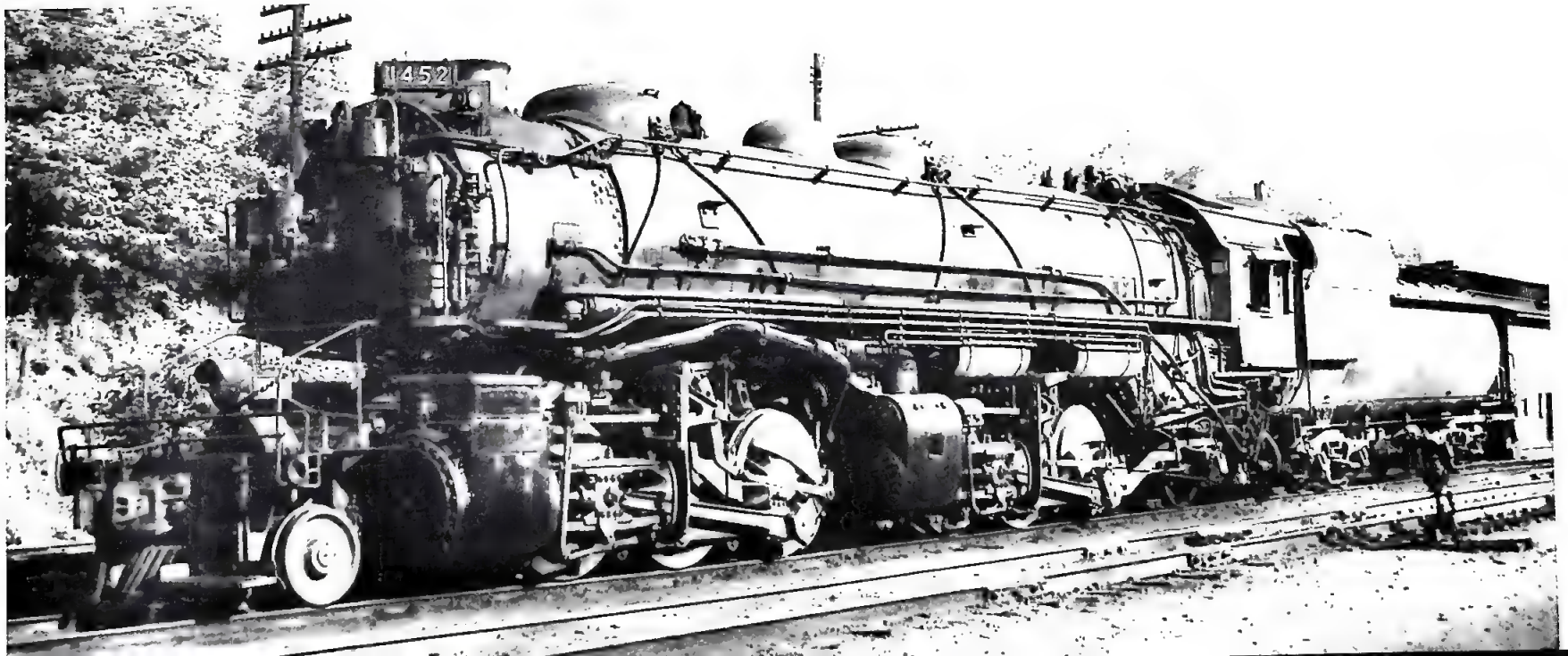
Robert F. Collins



D. Wallace Johnson

Mallet 1410 (above) is in a coal-country engine terminal at Cane Creek, W. Va., August 4, 1953. At another such terminal at Paintsville, Ky. is Mallet 1452 on May 18, 1955.

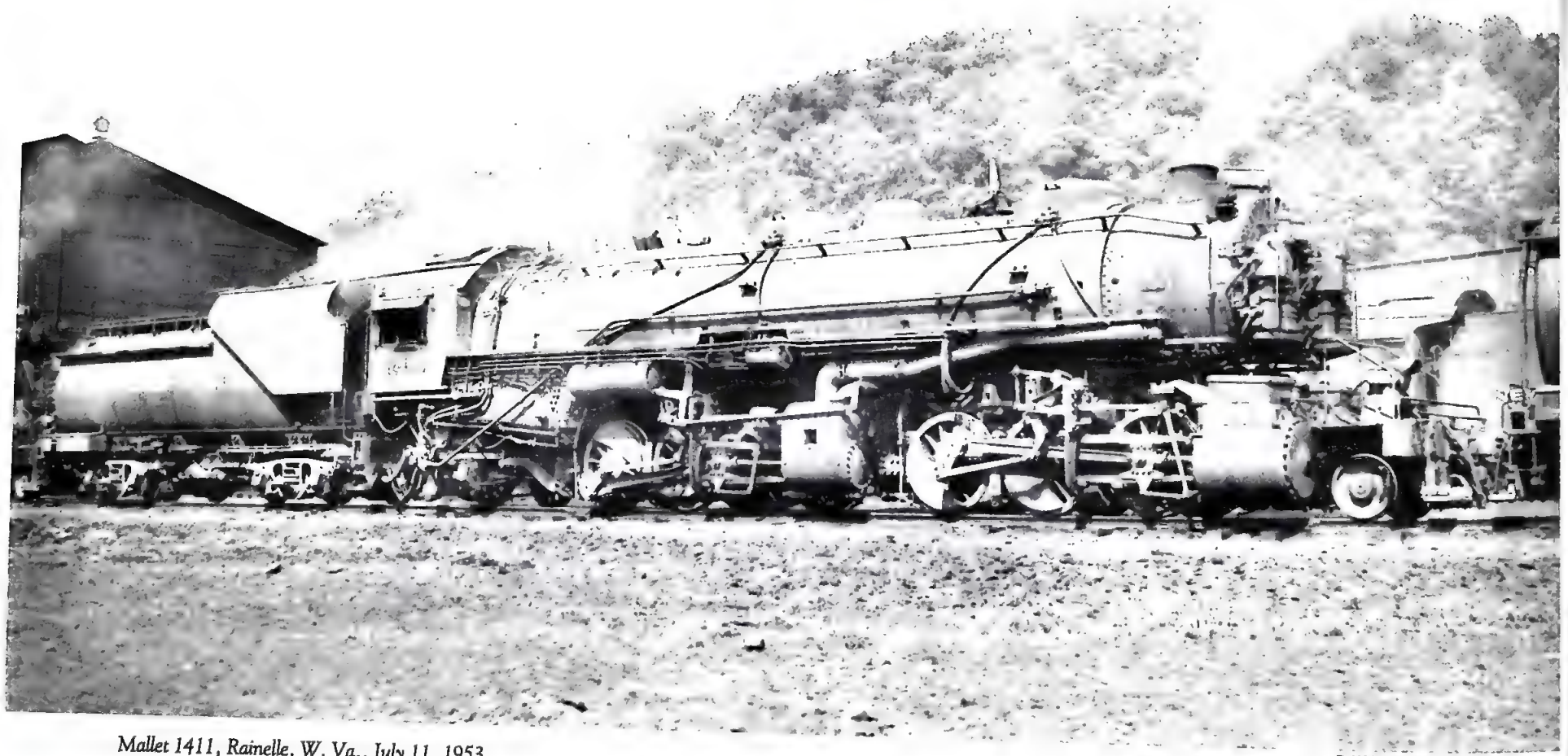
Robert F. Collins



C&O 2-6-6-2 Mallets 1468 and 1431 start the stiff climb out of Scarlett, W. Va. with 17 cars on May 19, 1955, appearing on the next page a little later climbing the grade near Holden W. Va. on May 19, 1955.

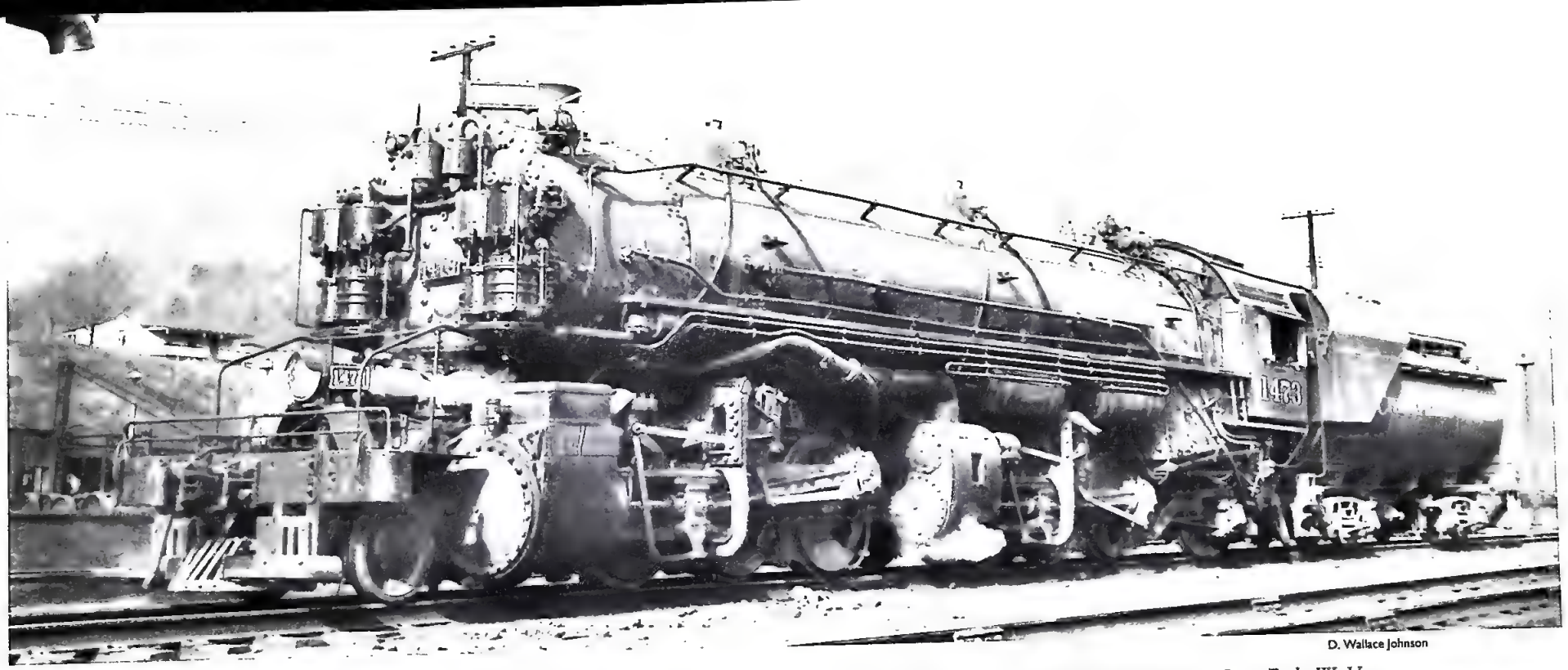
Robert F. Collins

Robert F. Collins



Mallet 1411, Rainelle, W. Va., July 11, 1953.

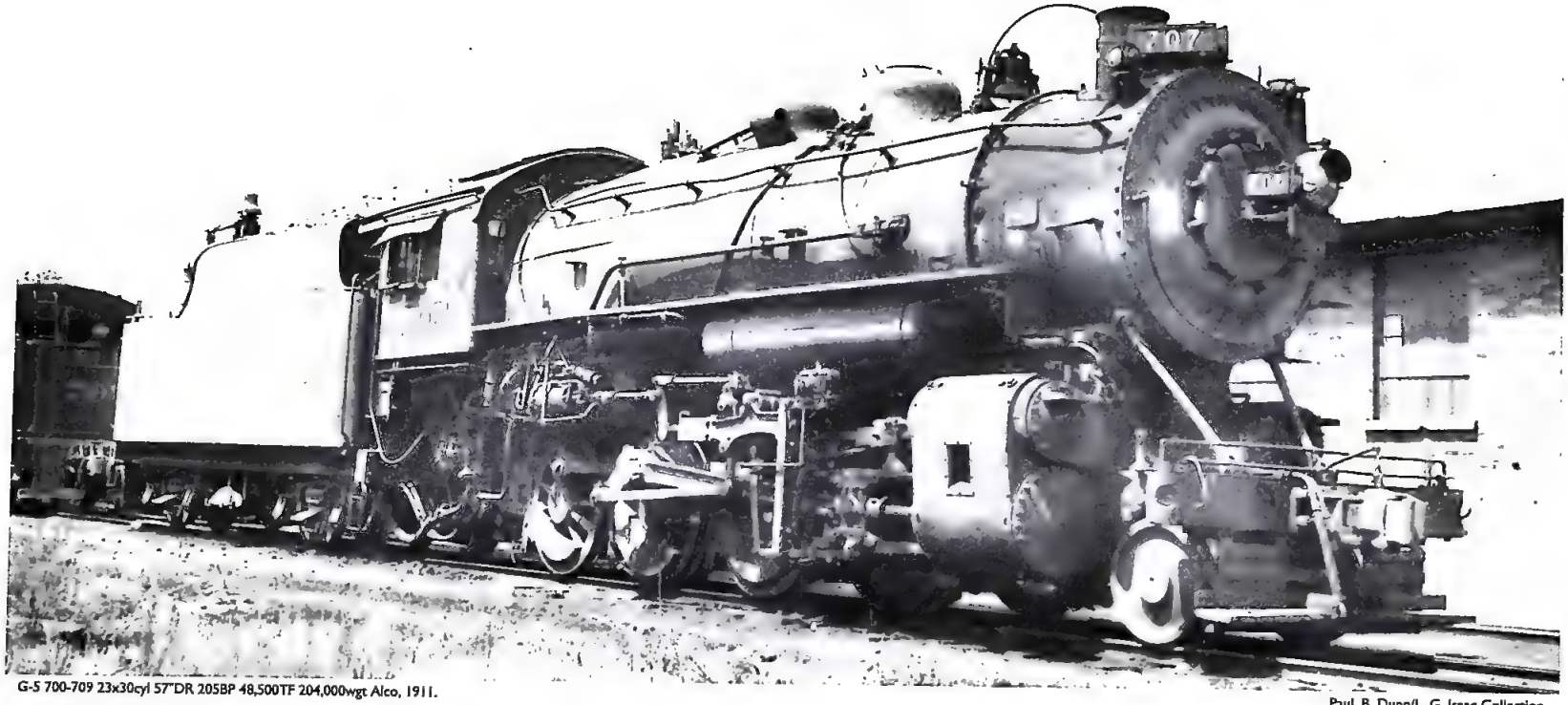
D. Wallacejohnson



D. Wallace Johnson

The H-4 Mallets could be found virtually system-wide, including 1473 (above) at Shelby, Ky., November 16, 1952 and 1447 (below) at Cane Fork, W. Va.

D. Wallace Johnson

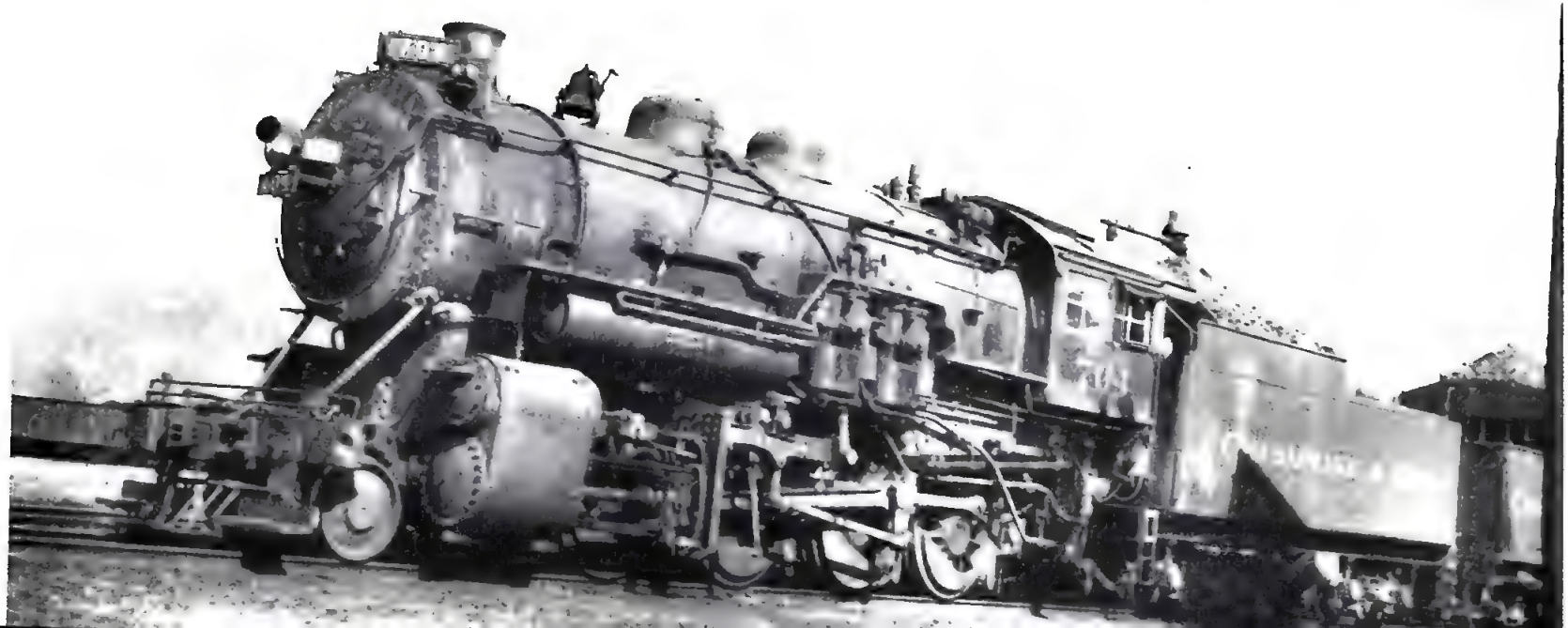


G-5 700-709 23x30cyl 57"DR 205BP 48,500TF 204,000wgt Alco, 1911.

Paul. B. Dunn/L. G. Isaac Collection

The ex-Hocking Valley 2-8-0s contrasted in both appearance and specifications from the C&O standard engines, having a close relationship to New York Central class G-26 engines of the period. Engine 707 (above) is at Nelsonville, Ohio in June 1949, while 704 (below) is at Wellston, Ohio in June, 1948.

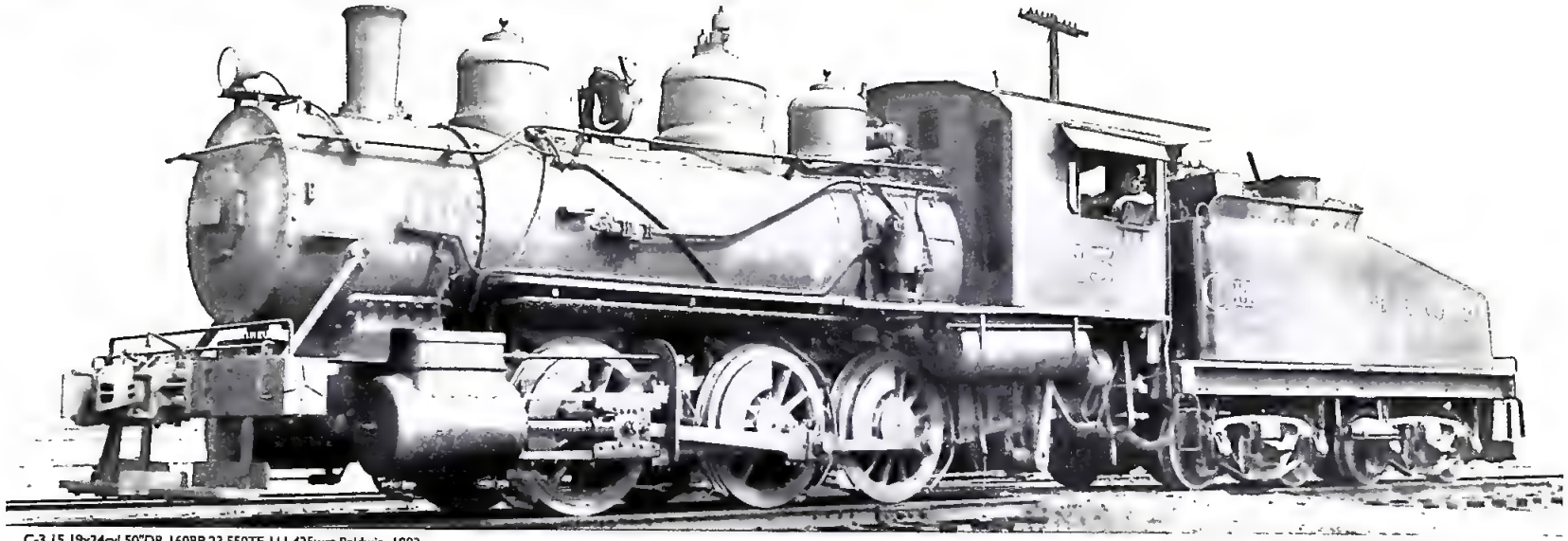
Paul B. Dunn/L. G. Isaac collection



F-13 89-92 21x26cyl 73"DR 190BP 24,050TF 188,000wgt Alco, 1912, 1913

L. G. Isaac collection

Engine 89, an ex-Hocking Valley Ten-Wheeler, pauses at Athens, Ohio in March, 1942.



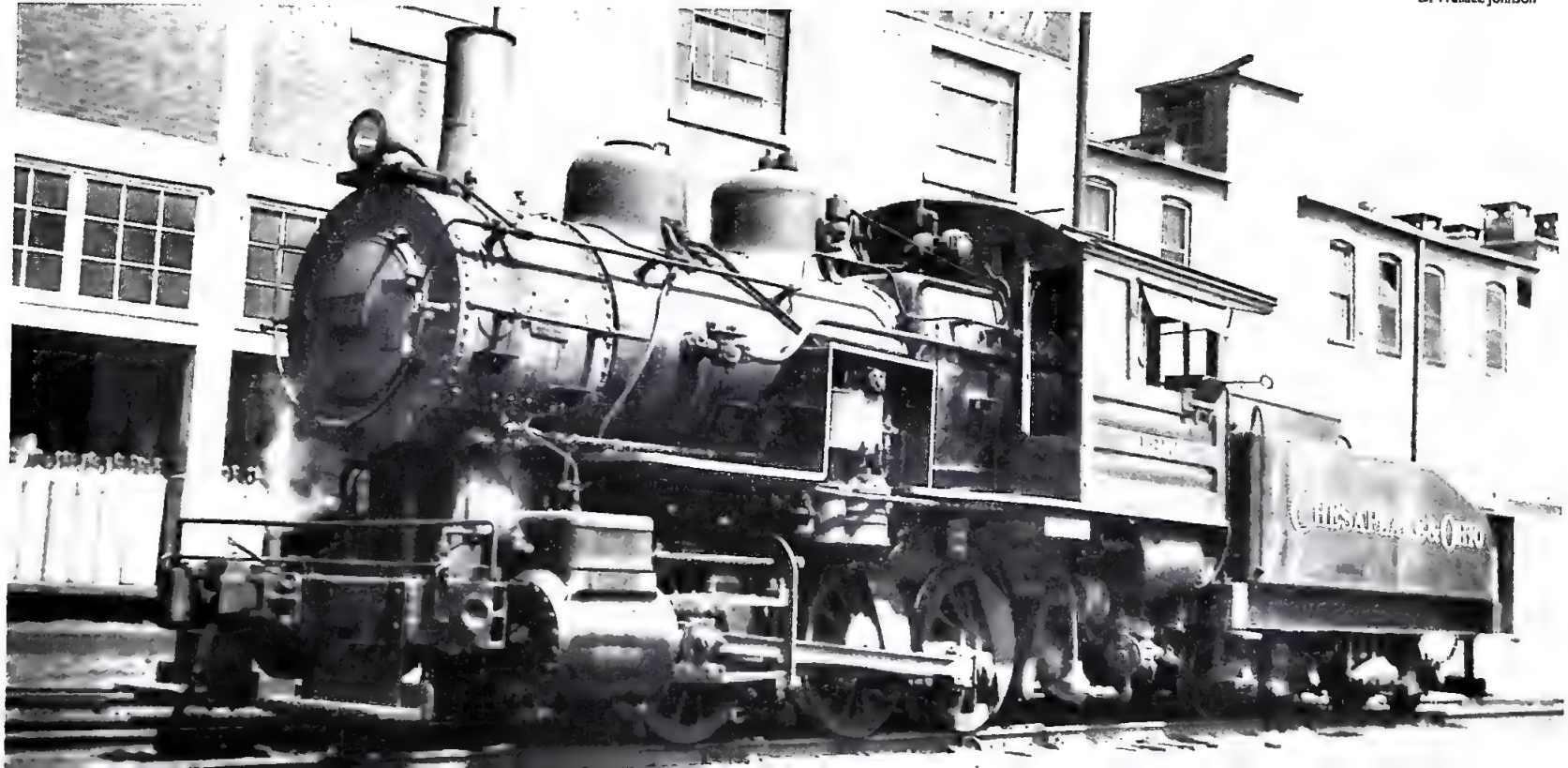
C-3 15 19x24cyl 50"DR 160BP 23,550TF 111,425wgt Baldwin, 1902

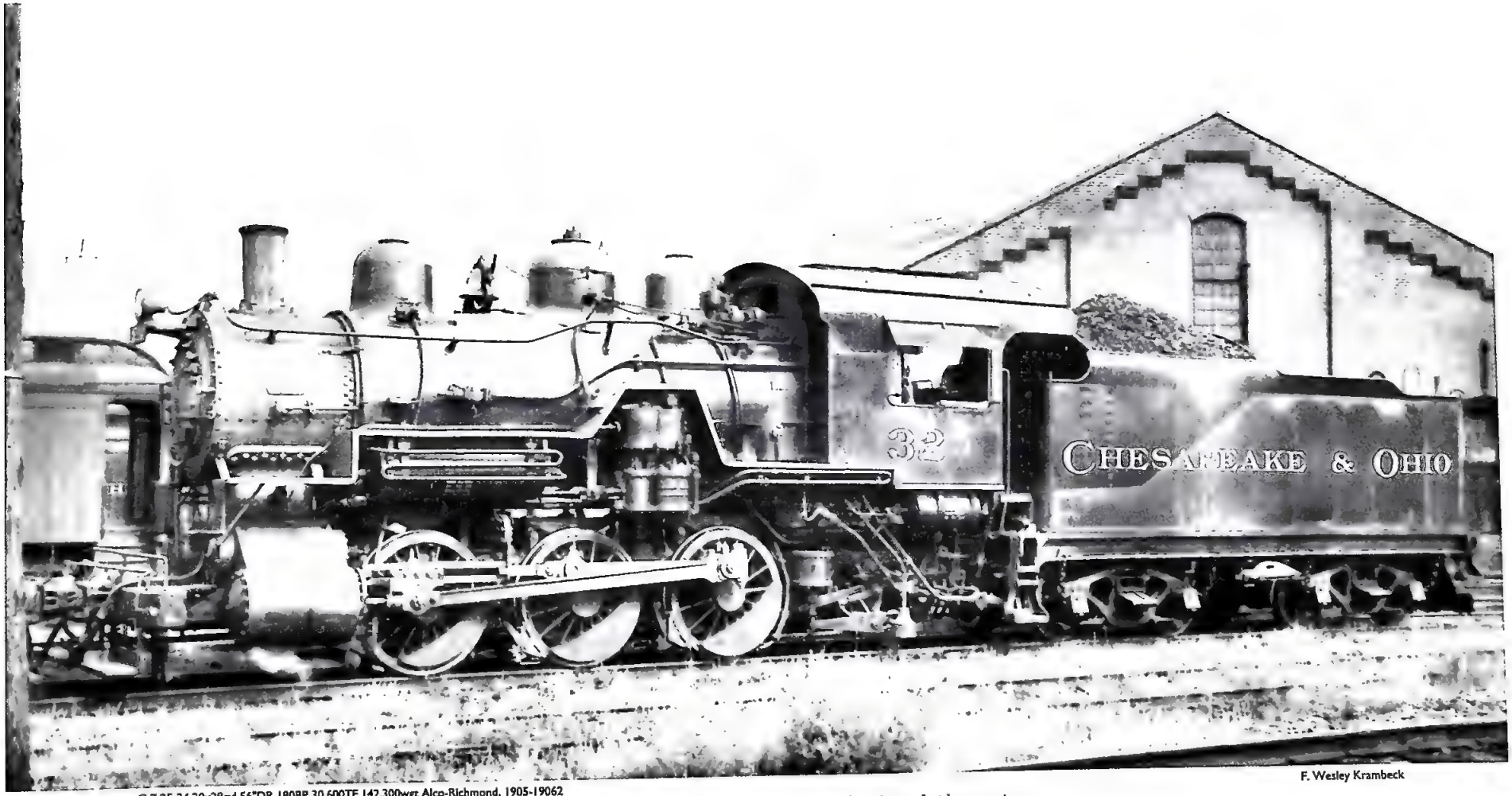
Charles T. Felstead/William A. Raia collection

Sole survivor of her class, much-renumbered 15 (above) switches at Columbus, Ohio, January 29, 1946. Switcher 125 (below) is one of an ex-Hocking Valley class switching in the Norfolk, Va. industrial area on September 1, 1949.

C-6 125,126,128,129 20x26cyl 51"DR 180BP 31,200TF 131,750wgt Baldwin, 1907

D. Wallace Johnson





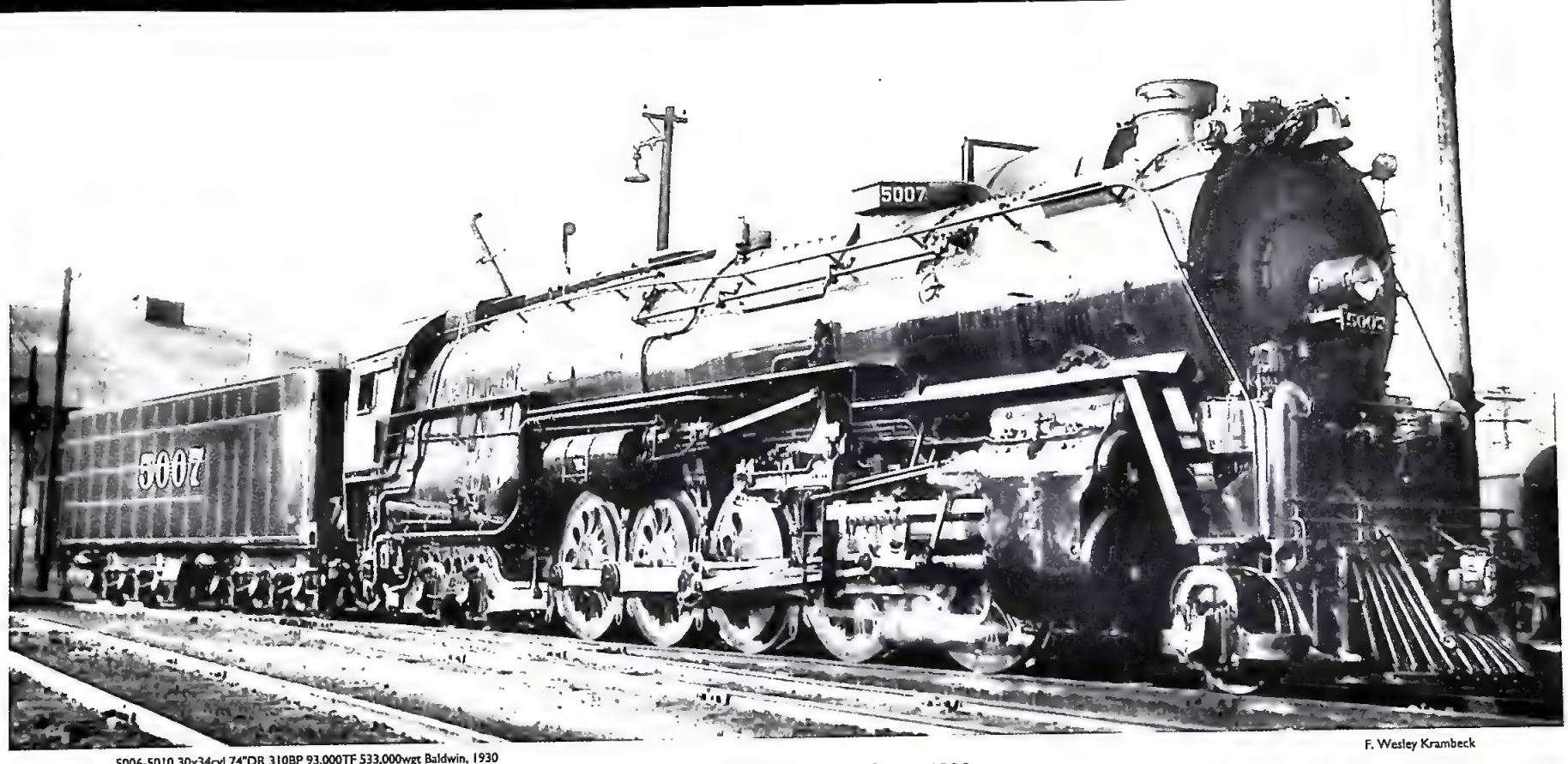
F. Wesley Krambeck

C-7 25-34 20x28cyl 56"DR 180BP 30,600TF 142,300wgt Alco-Richmond, 1905-19062

At Covington, Ky., 0-6-0 32 on August 24, 1947 is one of a class specifically assigned to Ohio River bridge service.

AT&SF 2-10-4s 5034 and 5030 apply their huge power to an eastbound freight out of Belen, N.M., September 3, 1943.

O. C. Perry/ Robert L. Kern collection



F. Wesley Krambeck

5006-5010 30x34cyl 74"DR 310BP 93,000TF 533,000wgt Baldwin, 1930

Fresh from Baldwin at Topeka, Kans., the 5007 is in break-in service at Topeka, Kans., July 21, 1938.

TEXAS TYPES OF THE SANTA FE

In 1919, long before most four-wheel trailing truck applications, the Atchison, Topeka & Santa Fe ordered one for new Engine 3829. Otherwise identical to 3800 series 2-10-2s, this locomotive became the pioneer for many later AT&SF Northerns, Berkshires, Hudsons, and Texas types.

Baldwin Locomotive Works supplied a second 2-10-4 in 1930. This engine exploited the wheel arrangement's full potential. With 121.7 feet of grate area, the firebox clearly demanded a four-wheeled trailing truck. Engine 5000's 30x34 cylinders and 300 pounds boiler pressure delivered a smashing 95,984 pounds tractive force at the rims of 69-inch drivers. Her 502,260 pounds weight exceeded that of 3829 by over 50 tons.

The high drivers suggested potential speed. The need for counterbalance weight space to match massive main and side rod weight, however, was the critical factor.

Early dubbed Madame Queen, the 5000 set a hot pace in freight service, initially between Clovis and Belen, N.M. Only the existing economic depression prevented addition of further such power at the time.

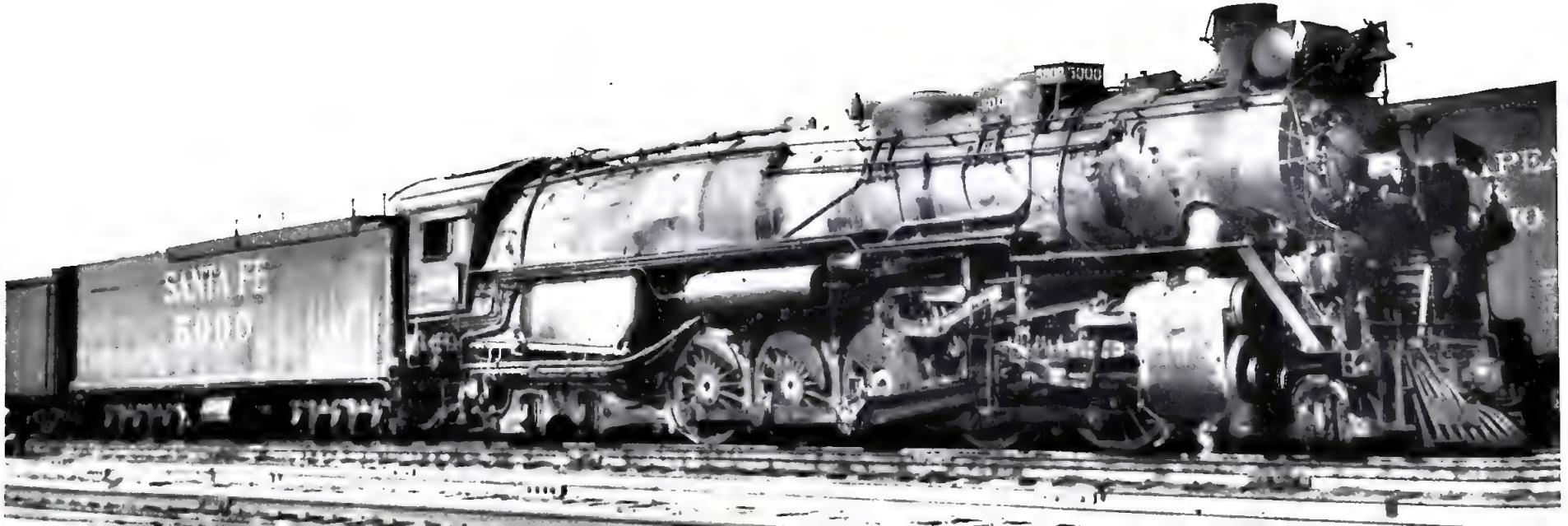
3829 30x32cyl 63"DR 195BP 75,700TF 402,000wgt Baldwin, 1919

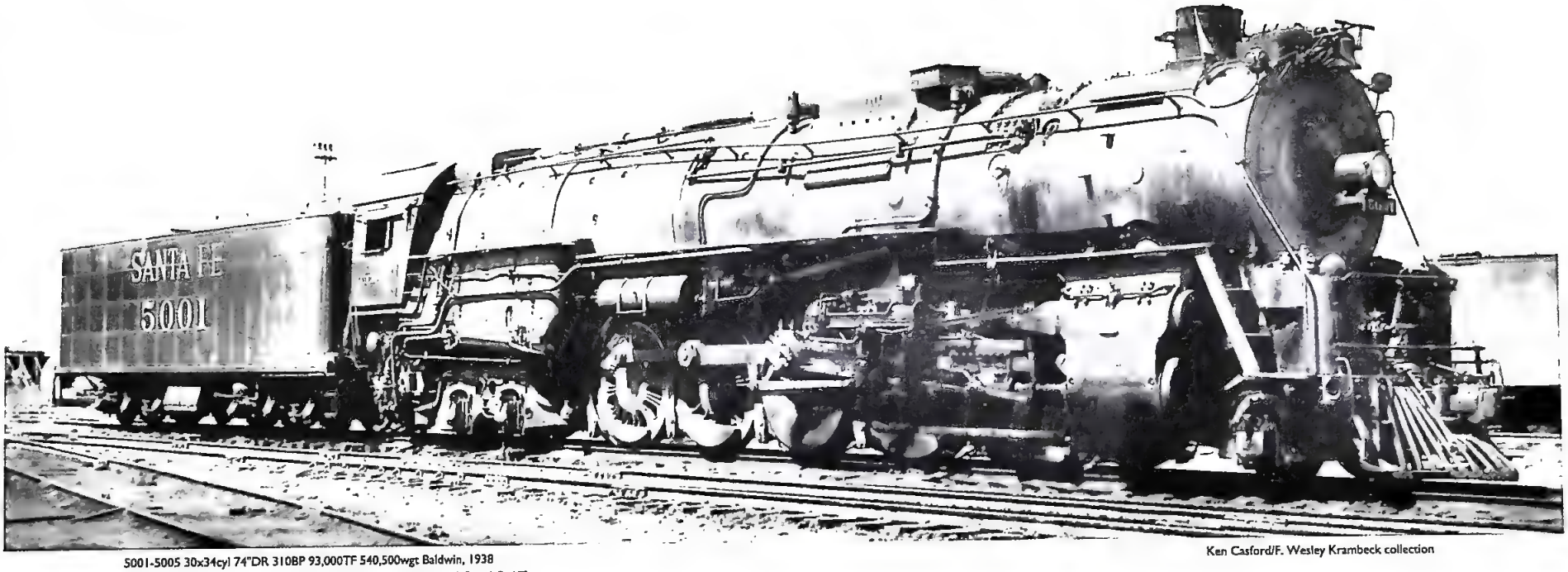
Ken Casford/F. Wesley Krambeck collection

At Albuquerque, N.M., September 3, 1948, the 3829 (above) was a lone engine that was given a four-wheeled experimental trailer truck in contrast to the others in her series, thus becoming the first 2-10-4 type engine. Engine 5000 (below), first of the true 2-10-4s, is at Amarillo, Tex., August 29, 1947.

5000 30x34cyl 69"DR 300BP 93,000TF 502,260wgt Baldwin, 1930

Ken Casford/William A. Raia Collection





5001-5005 30x34cyl 74"DR 310BP 93,000TF 540,500wgt Baldwin, 1938

Ken Casford/F. Wesley Krambeck collection

AT&SF 5001, Amarillo, Tex., August 29, 1947.

Seven years later, ten more Texas types arrived from Baldwin. Based generally on the 5000's design, class 5001 brought a few changes. Driver diameter increased to 74 inches, boiler pressure rose to 310 pounds. Weight became 540,500 pounds for coal burners 5001-5005, and 533,000 for oil burners 5006-6010. Later years saw all of the series using oil fuel.

Notable, too was a change in feedwater heaters. Long an Elesco road, the Santa Fe switched to Worthington units on the big newcomers.

After another six years, with the nation embroiled in World War II, huge traffic flows demanded more new power. Baldwin was called upon to supply the 25 2-10-4s that became class 5011. Wartime restrictions precluded use of strategic metal alloys found on the 5001 class, increasing weight to 549,500 pounds. Other minor changes saw a return to inside bearings on the leading trucks.

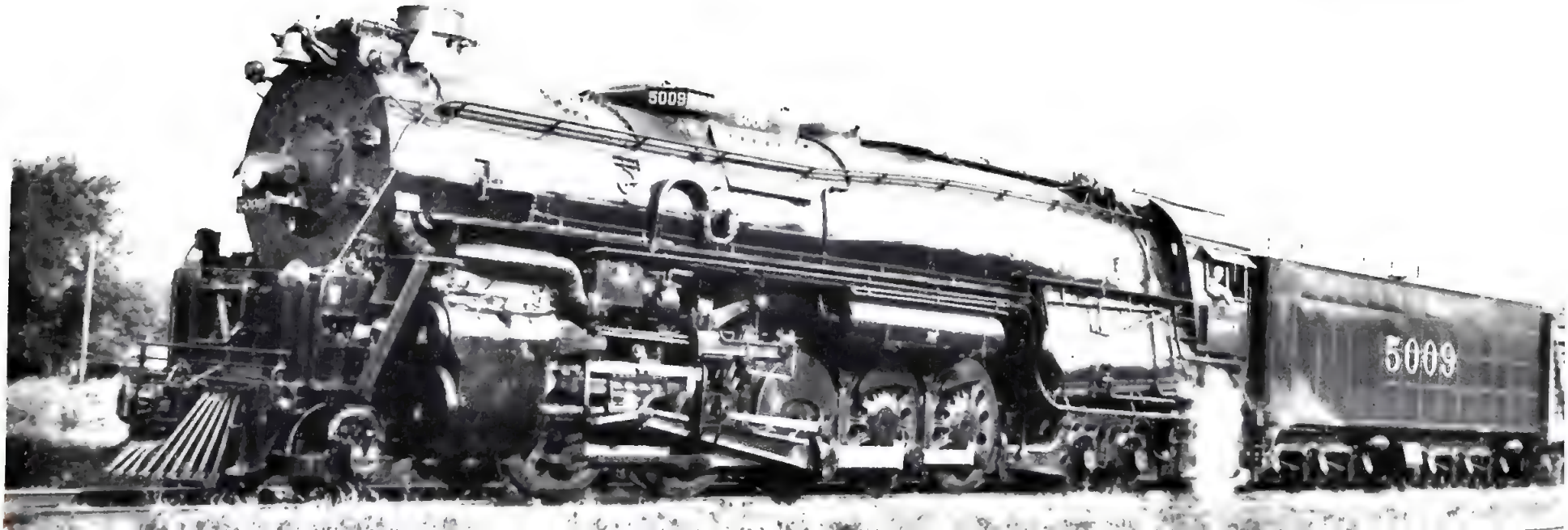
Concerns about the heavier total weight was soon countered by an unexpected gain. Crews found that the 5011 class engines benefitted from improved adhesion. Their starting ability was noticeably better as was their performance on wet rail.

In 1958 when the Pennsylvania Railroad faced an extreme power shortage, 12 AT&SF 5011 class 2-10-4s were leased to that carrier for hauling coal between Columbus and Sandusky, Ohio. Here they shared work with the PRR's own J1 and J1a class 2-10-4s, engines that were in themselves derived from the Chesapeake & Ohio's T1 class.

F. Wesley Krambeck

At Amarillo, Tex., July 28, 1951, 5009 (above) readies departure on a doubleheader. Below, a very new 5009 is at Burlingame, Kans., July 20, 1938.

Ken C. Goebel/F. Wesley Krambeck collection

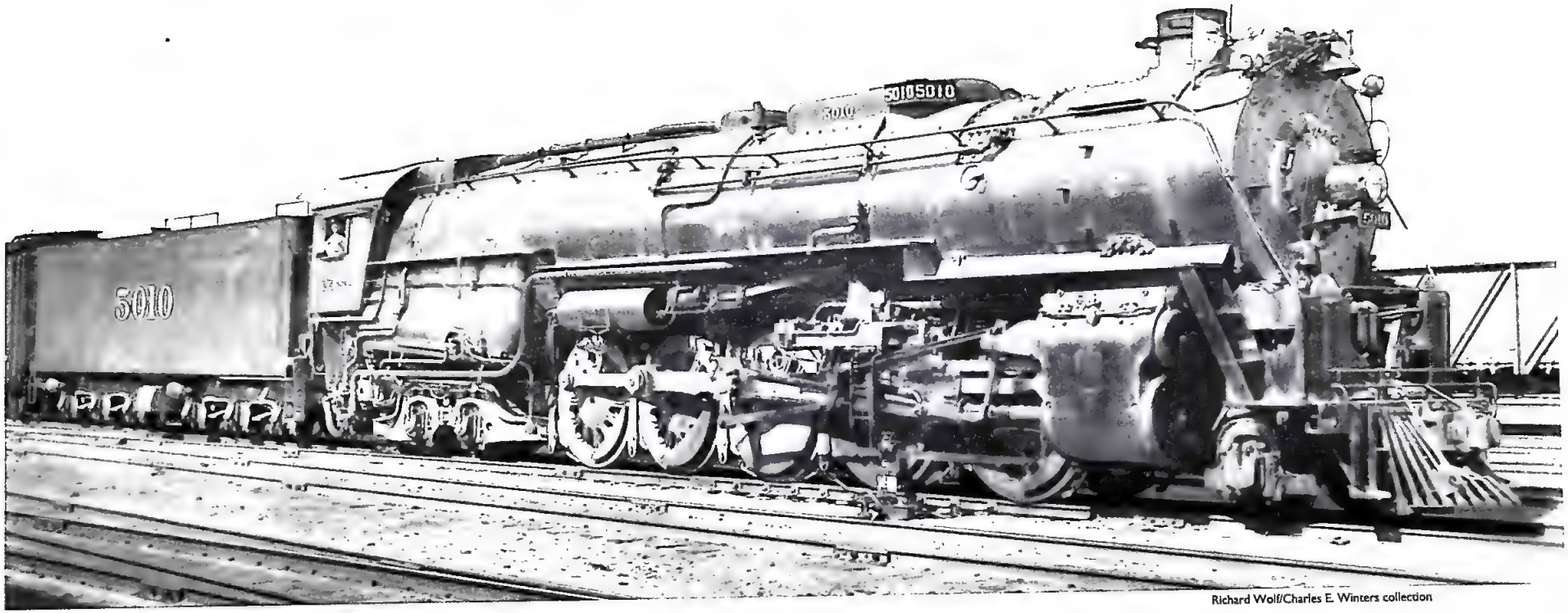


Preston George/Robert L. Kern collection

Near St. Vrain, N.M. 5034 heads an extra ca. 1947.

Though not deemed passenger power, 5017 readily handles a westbound troop train out of Belen, N.M. on January 11, 1947.

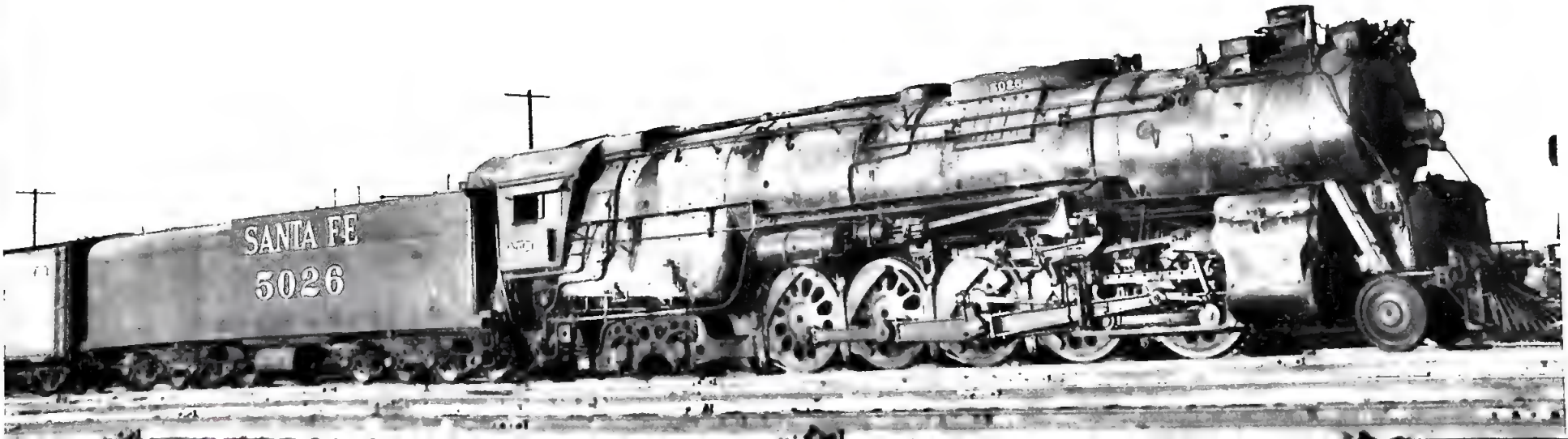
O. C. Perry/Robert L. Kern collection

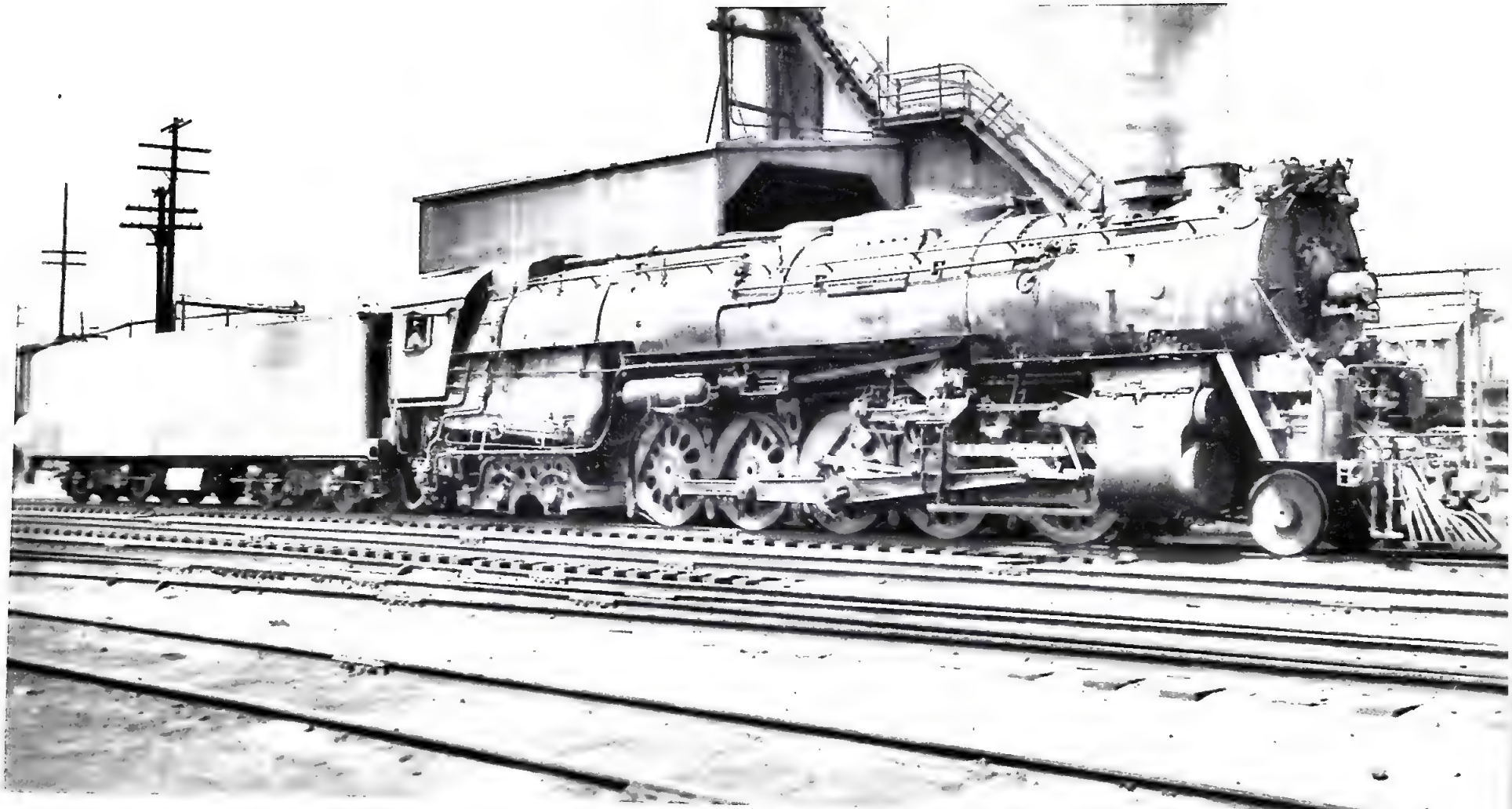


Richard Wolf/Charles E. Winters collection

Texas Type 5010 (above) appears at Barstow, Cal., February 19, 1939. 5026 (below) is at Belen, N.M., June 15, 1953.

William Bender/Charles E. Winters collection





5019 is at the engine terminal in Kansas City, April 23, 1958.

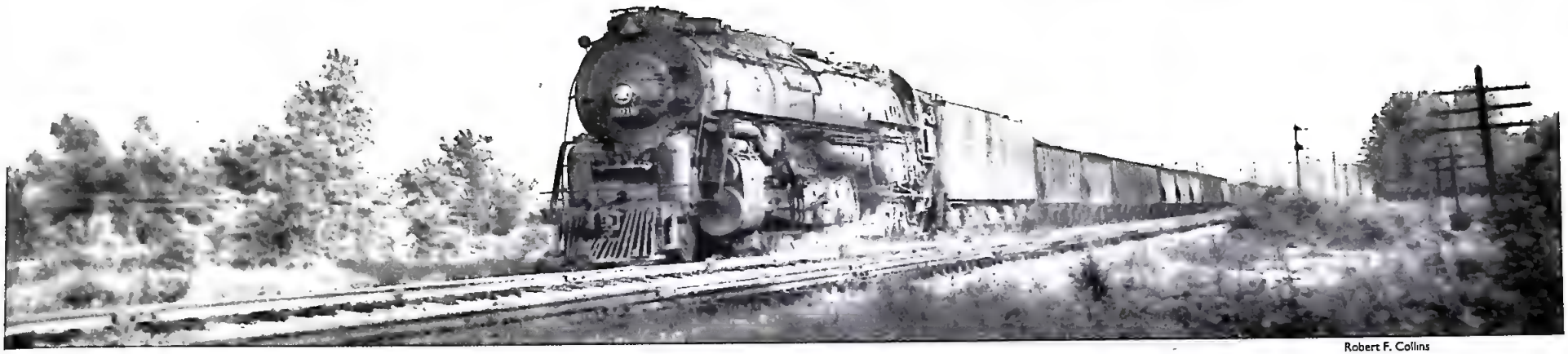
F. Wesley Krambeck

Richard H. Kindig

Texas Types 5015 and 5024 work an eastbound 87-car extra at 30 miles per hour near Abo, N.M. on October 5, 1947.

Eastbound with 102 cars, 5033 eases down the siding at Belva, Okla. to let Train 2 pass.

Preston George/Robert L. Kern collection



Robert F. Collins

In 1956, a power-short Pennsylvania borrowed some of the AT&SF 2-10-4s. Engine 5013 (above) heads a northbound 110-car extra on June 8, 1956. 5018 (below) is northbound with 100 cars on June 7, 1956.

Robert F. Collins

John P. Ahrens

Westbound at Pawling, N.Y., New Haven 3239 proceeds toward the famed Poughkeepsie Bridge and Maybrook, N.Y. over the old Central New England line to Maybrook and its multiple connections in May, 1938.

Robert F. Collins

Santa Fe type 3243 rolls Train BO-3's 72 cars through West Pawling on September 28, 1941.

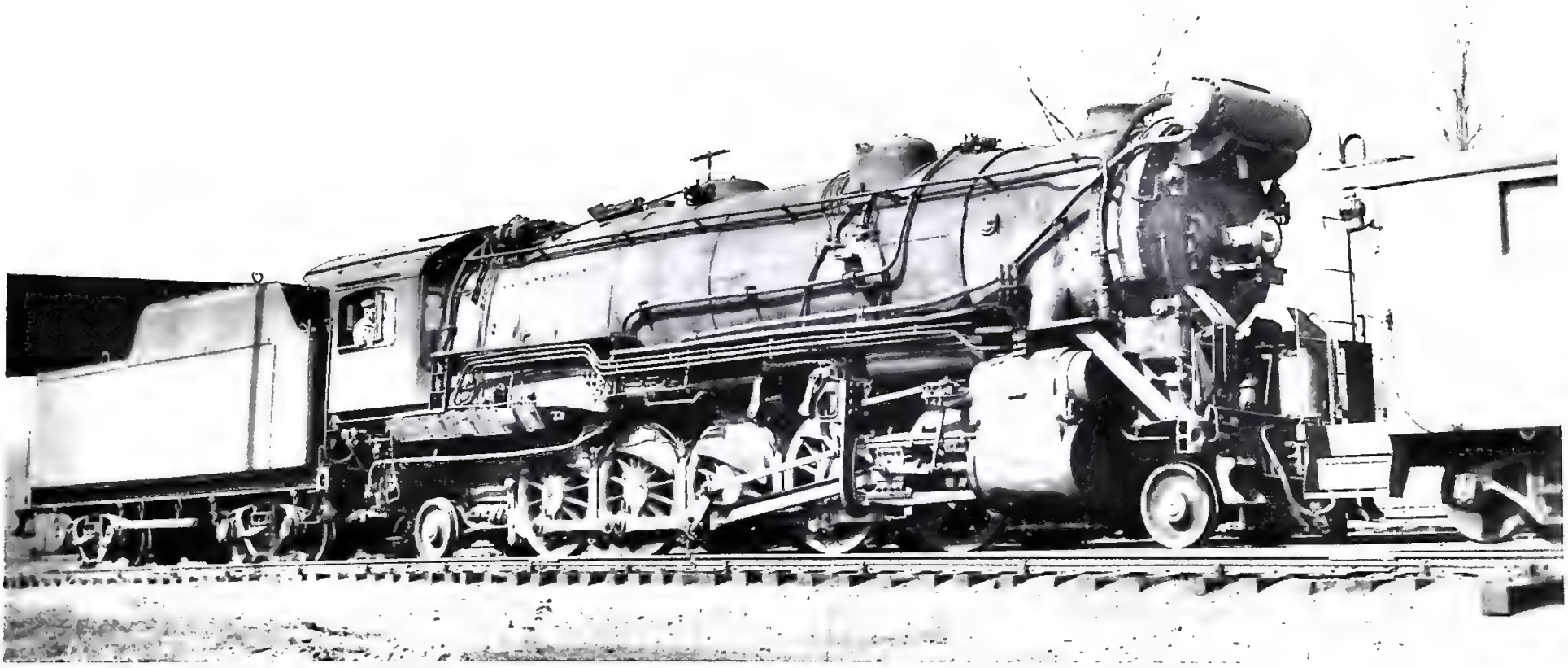
NYNH&H MAYBROOK LINE POWER

Far from the rushing passenger trains on the NYNH&H New York-Boston route, the road's Poughkeepsie Bridge line handled huge freight volumes between New England and the busy junction at Maybrook, N.Y. Here traffic flowed to and from the Erie, NYO&W, L&HR, L&NE, and NYC.

A route with substantial grades at several points, it was a logical home for the road's powerful Santa Fe types, augmented by faster 4-8-2s on some runs. In addition to through services between Maybrook-Danbury-New Haven, the line also included a branch between Hopewell Junction and Beacon, N.Y. serviced largely by Moguls. There was also a pusher stationed at Hopewell Junction to assist eastbound freights up the long grade to Whalley Lake, N.Y., commonly one of the 3200 series 2-10-2s.

The New Haven purchased 50 Santa Fe types for heavy freight service in 1919. They were notably powerful, but like many of their type, weren't well suited to fast running. On the New York-Boston main line, it was soon evident that they did not mesh well with the line's fast and heavy passenger traffic. By the 1930s, the freight-only Maybrook line—part of the former Central New England—seemed best suited to them.

There were, nonetheless, some Maybrook runs where higher speed was necessary. That is why the road's Mountain type



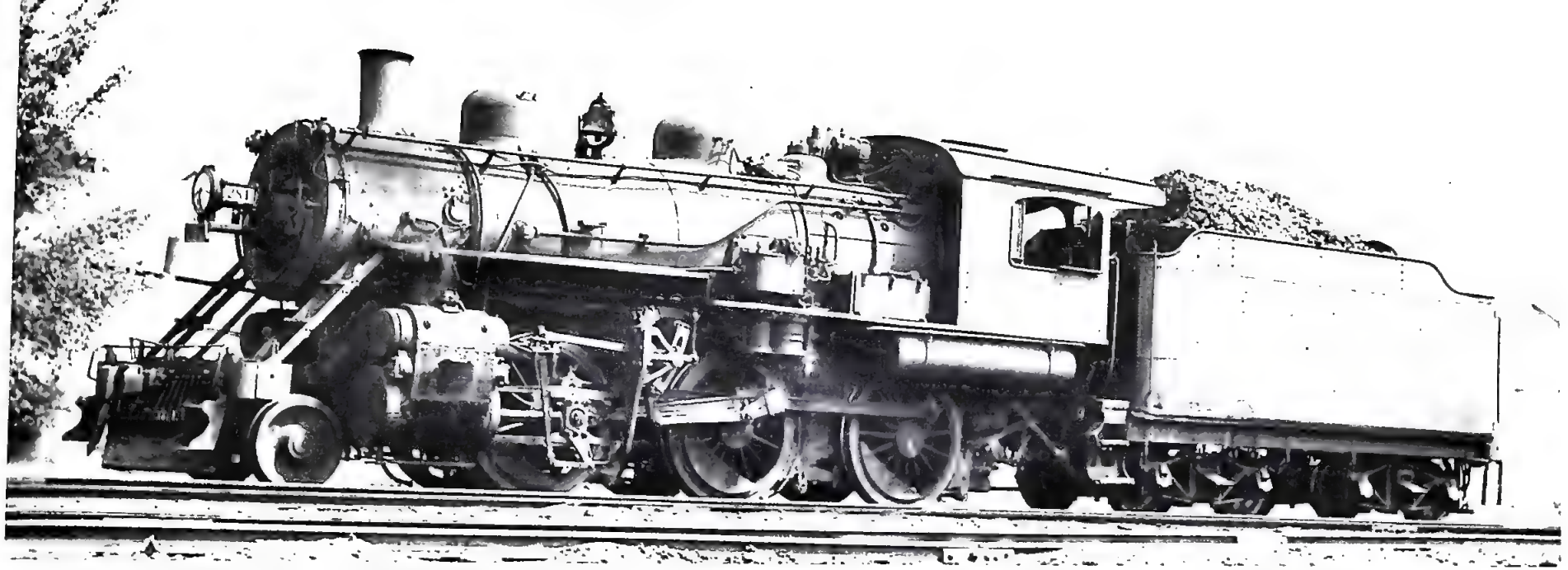
L-1a 3200-3205, 3207-3245, 3248, 3249 30x32cyl 63"DR 200BP 77,800TF 360,735wgt Alco-Schen., 1918

John P. Ahrens

At Hopewell Junction, N.Y., Engine 3200, first of the road's Santa Fe types, puts some muscle on the rear of an eastbound freight for the stiff climb to Whalley Lake on April 13, 1947.

classes showed up in some measure at Maybrook. Included were the famed three-cylindered series that were fine performers when well adjusted, but all too often requiring adjustment. Several other roads rebuilt such three-cylindered power to two cylinders, but the New Haven decided to live with their behavior because they performed so well when things were right.

More suitable were a series of three-cylindered 0-8-0 switchers. These, too, saw some service at Maybrook. Other switchers included 0-6-0s, while Moguls handled most of the local work.

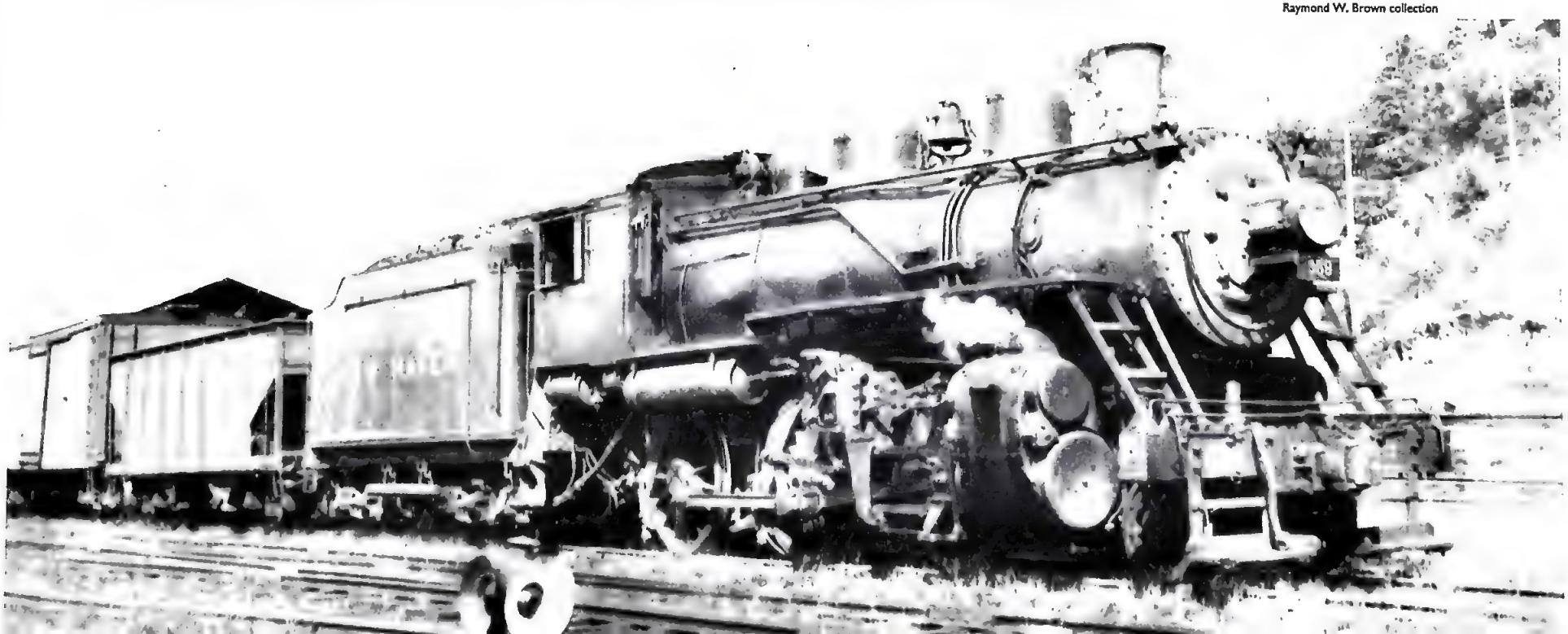


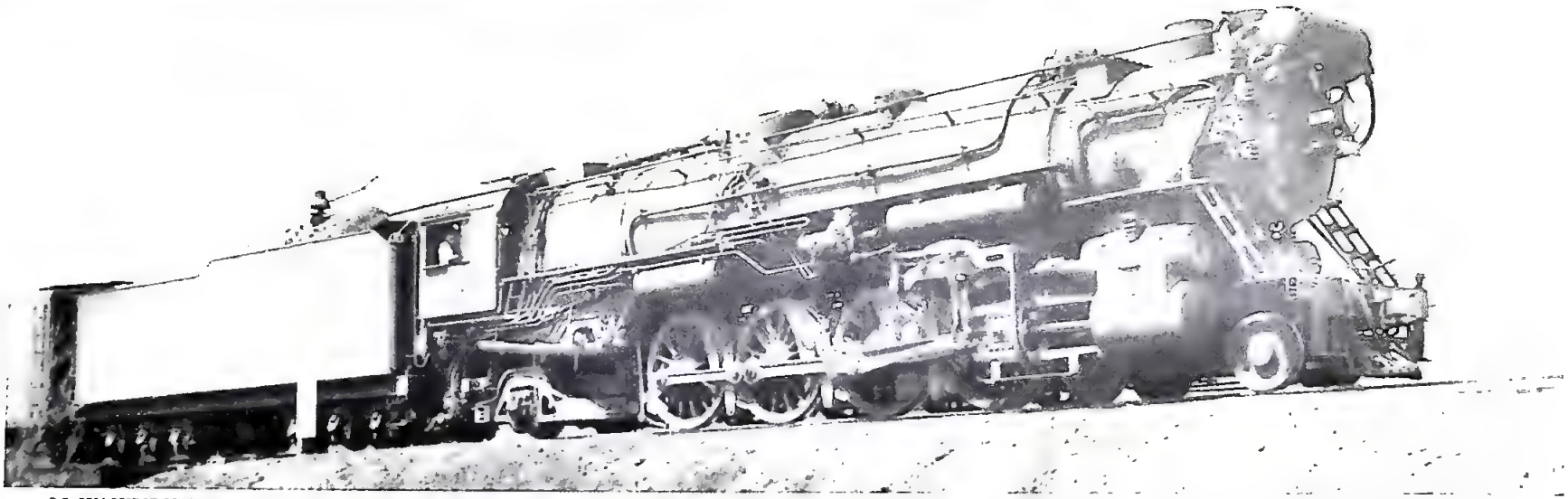
K-1d 22x28cyl 63"DR 190BP 34,700TF 162,950-187,800wgt Baldwin, Cooke, Schen., Rhode Island 1900-1907

Robert P. Morris/Raymond W. Brown collection

The road's many Moguls handled much of the lighter work on the Maybrook line. Engine 281 (above) is on duty at Hopewell Junction on July 25, 1937. The 359 (below) is on a freight at Beacon, N.Y., end of a branch, ready to leave for Hopewell Junction in September, 1933.

Raymond W. Brown collection





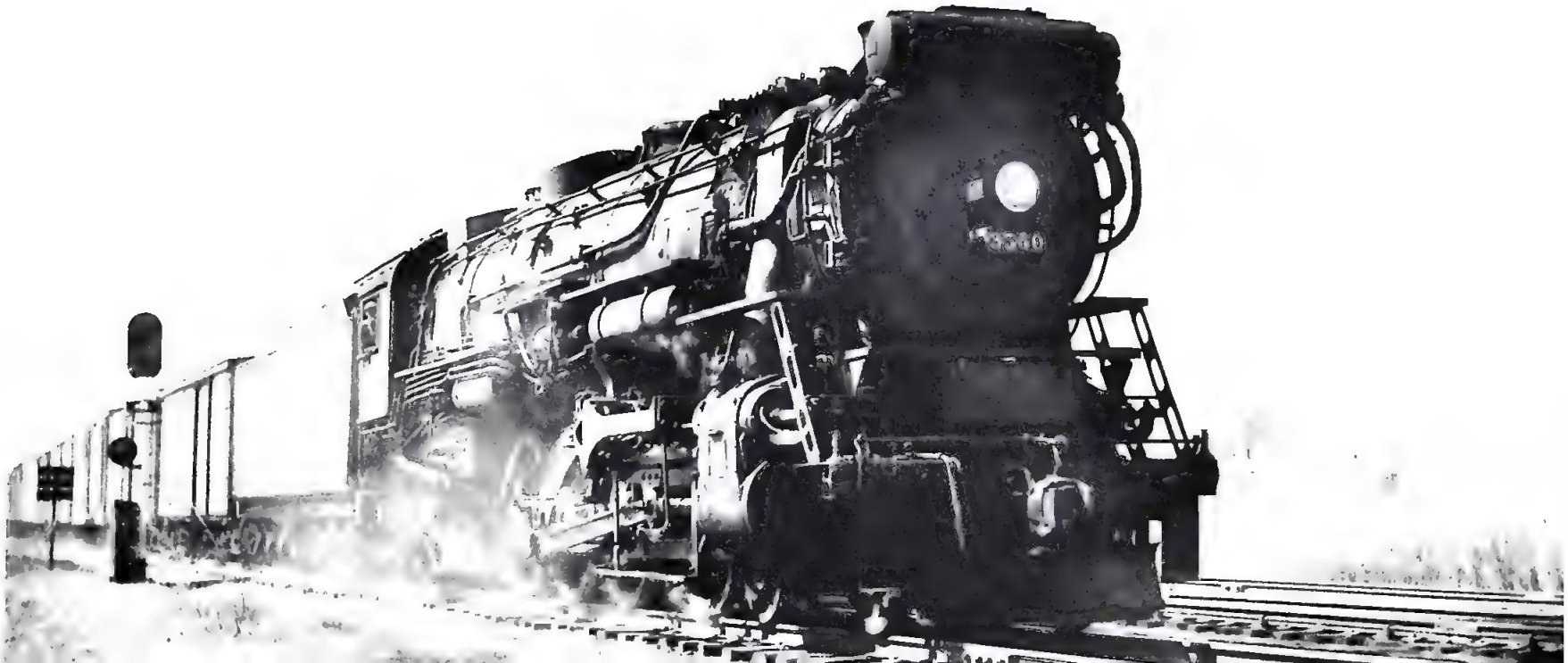
R-2a 3501-3507 27x30cyl 69April 13, 2003 265BP 69,000TF 363,200wgt Alco-Schen., 1926

Robert P. Morris/Raymond W. Brown collection

Heavy mountain types supplemented the ubiquitous 3200s on the tighter schedules, including 3505 (above, Danbury, Conn., April 24, 1937) and three-cylindered 3560 (below, Danbury Fair Grounds siding eastbound ca. 1937).

R-3a 3553-3562 (3)22x30cyl 69"DRv265BP 71,000TF 379,700wgt Alco-Schen., 1928

John P. Ahrens

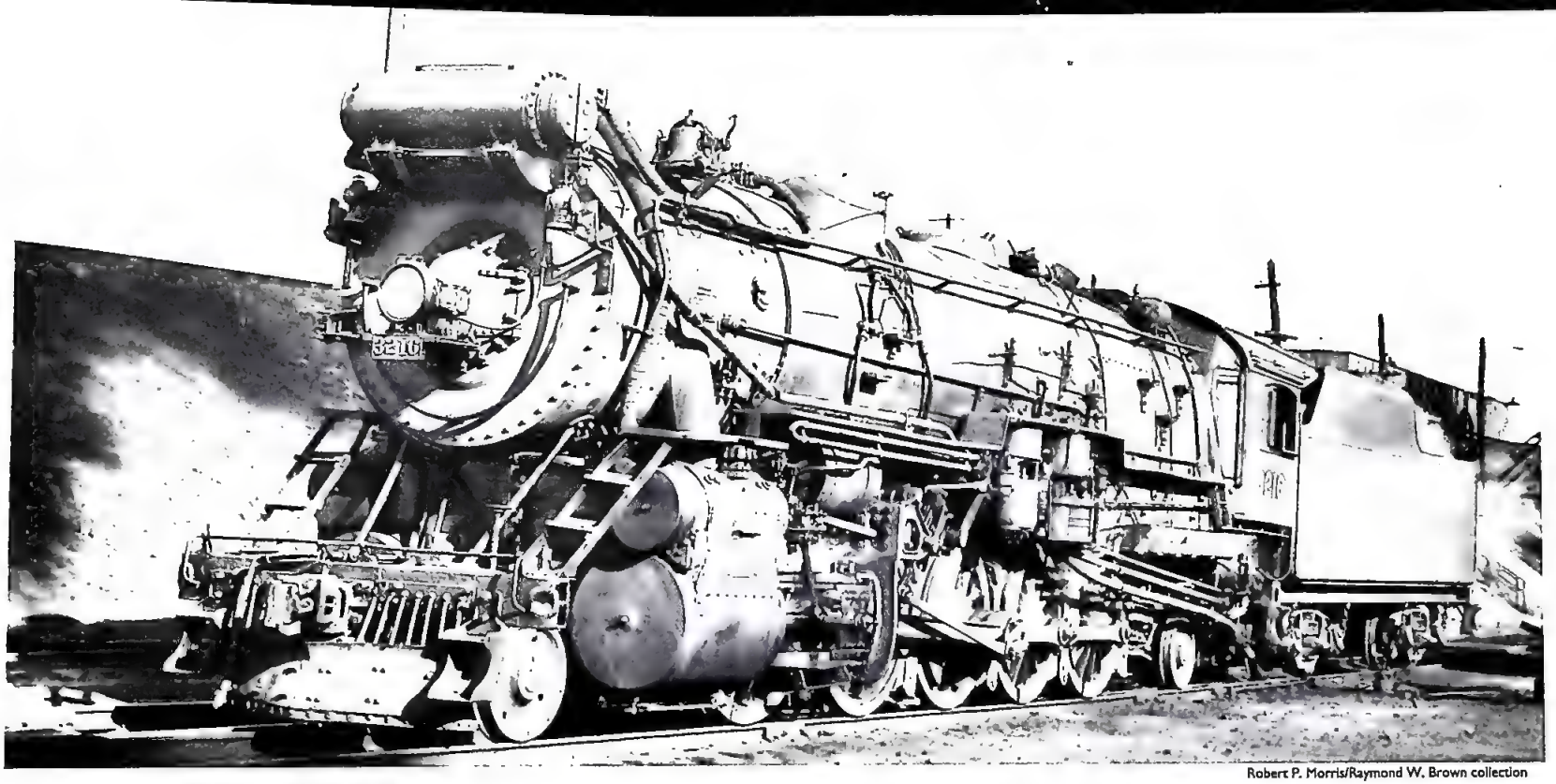


Robert F. Collins

Extra 3242 west takes 87 cars through West Pawling on September 28, 1941, including many empty hoppers for the several coal road connections at Maybrook.

Mid-train helpers were not too common here, but 3224 is doing just that westbound at Mill Plain, Conn., May 29, 1937.

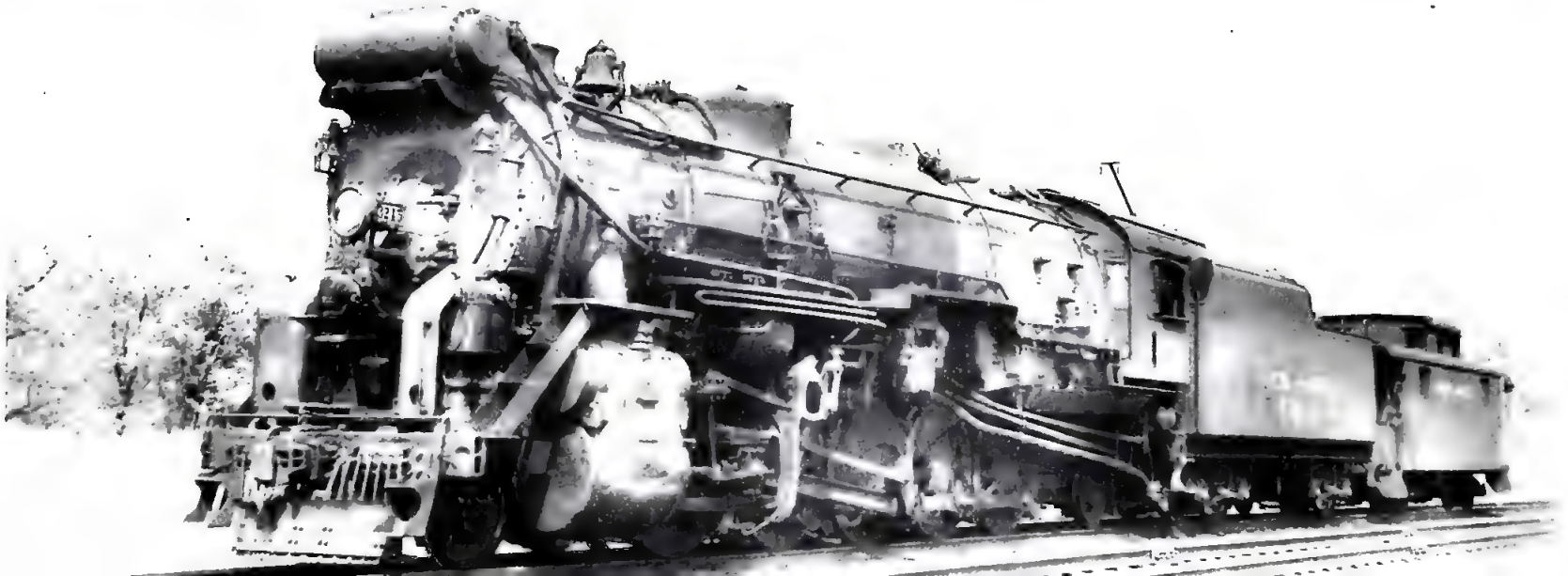
John P. Ahrens



Robert P. Morris/Raymond W. Brown collection

Engine 3216 (above) waits beside the Maybrook hump to pick up another run east on February 26, 1938. The 3245 (below) is on a caboose hop at West Danbury, Conn., May 31, 1947.

Robert P. Morris/Raymond W. Brown collection

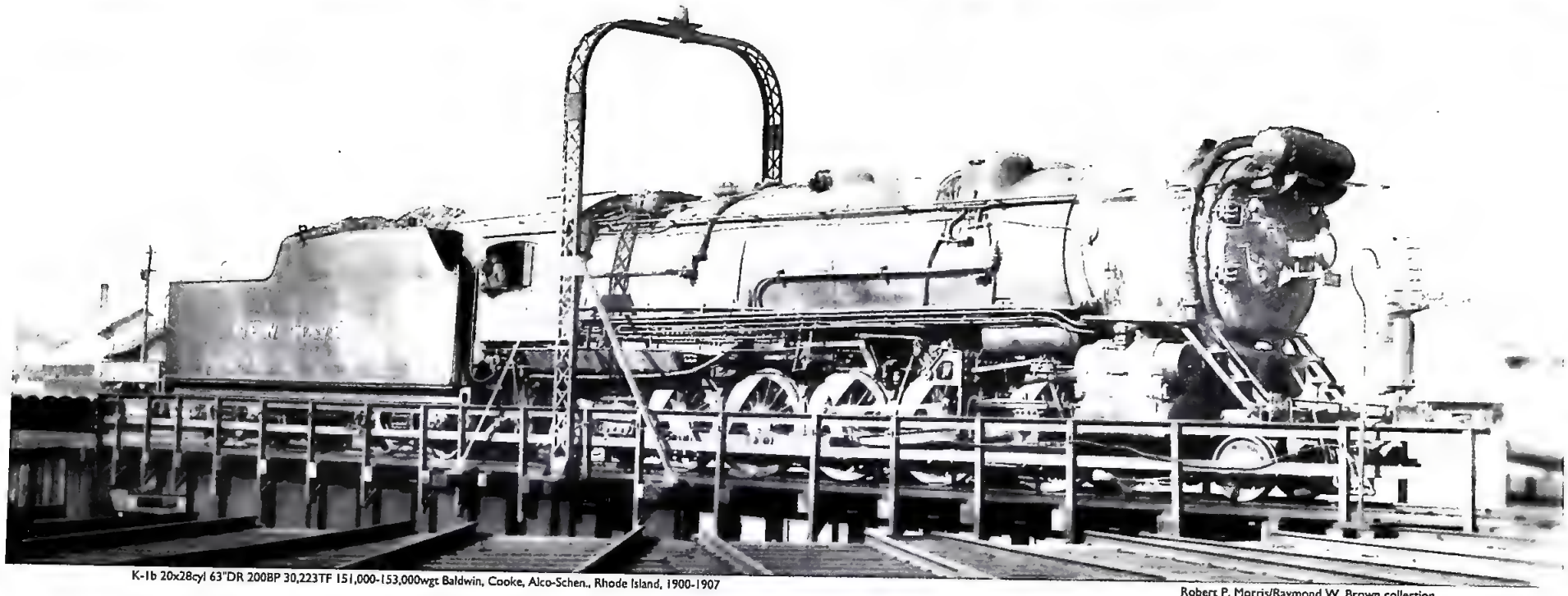


New Haven 3246, the only 3200 without an Elesco feedwater heater, approaches Newton, Conn. In September, 1940.

John P. Ahrens

John P. Ahrens

The 3209 charges west through Holmes, N.Y. on a manifest freight ca. 1937.

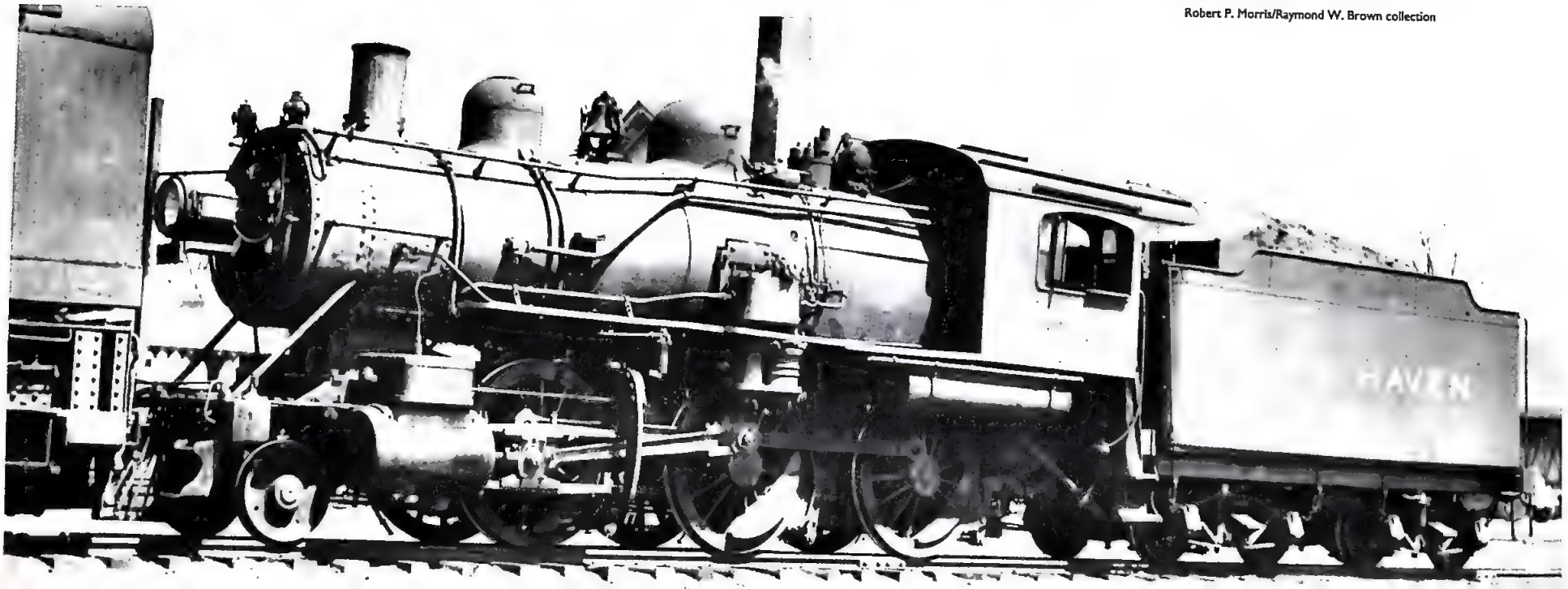


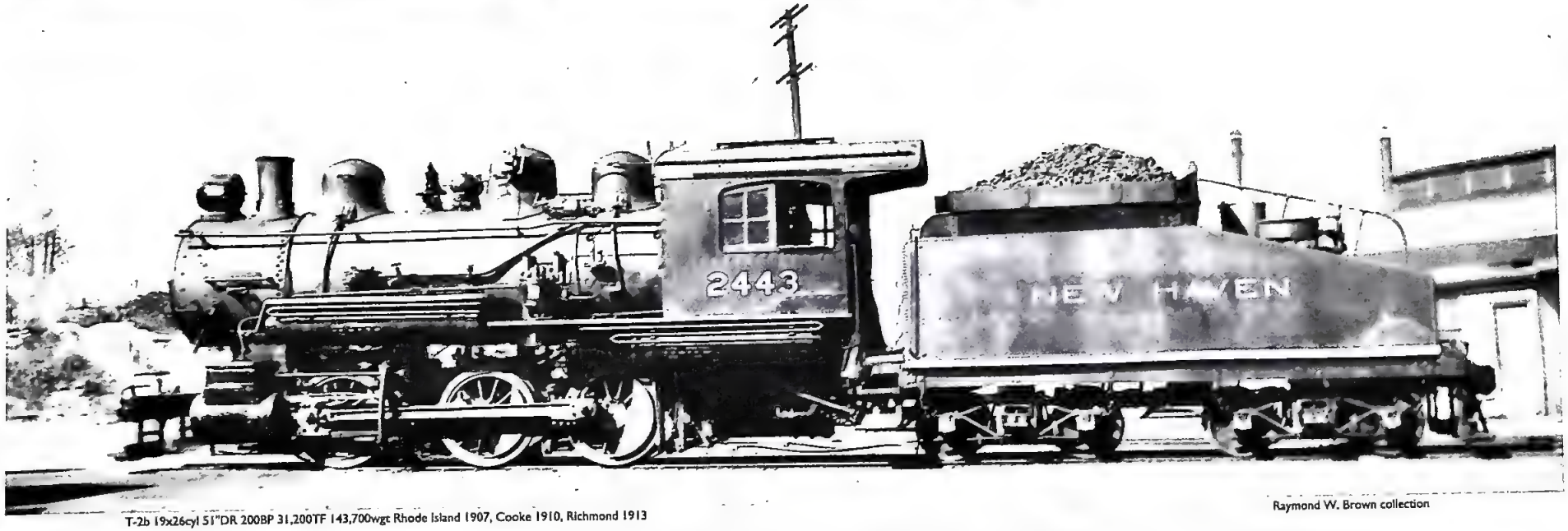
K-1b 20x28cyl 63"DR 200BP 30,223TF 151,000-153,000wgt Baldwin, Cooke, Alco-Schen., Rhode Island, 1900-1907

Robert P. Morris/Raymond W. Brown collection

Santa Fe type 3242 (above) occupies the turntable at Danbury roundhouse in March, 1946. Mogul 477 (below) is on a work train at Danbury, April 24, 1937.

Robert P. Morris/Raymond W. Brown collection





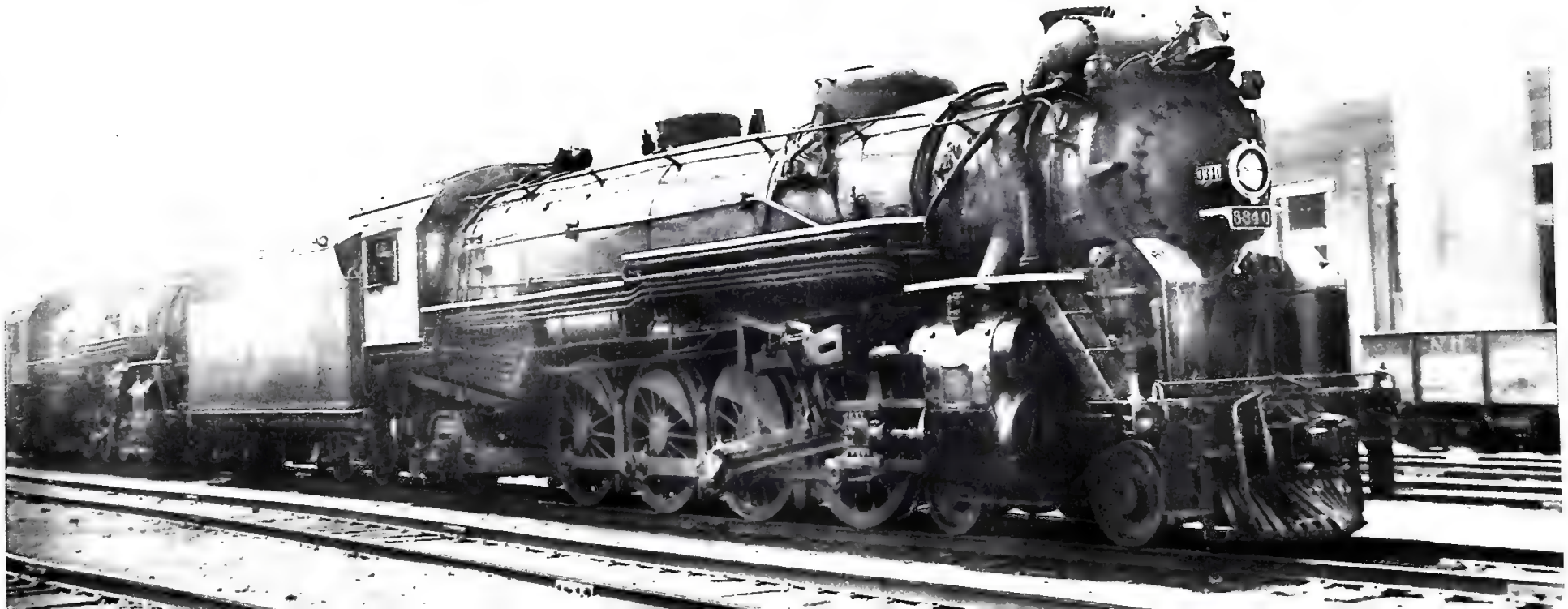
T-2b 19x26cyl 51"DR 200BP 31,200TF 143,700wgt Rhode Island 1907, Cooke 1910, Richmond 1913

Raymond W. Brown collection

At Maybrook, Switcher 2443 (above)sits adjacent to the roundhouse on October 20, 1940, while Mountain type 3340 (below) is on the ready track, ready to take an eastbound Manifest on August 1m 1933.

R-1b 3310-3348 27x30cyl 69"DR 200BP 53,900TF 334,000wgt Alco-Schen. 1920-1924 5

Raymond W. Brown collection



John P. Ahrens

Three-cylinder contrasts: Mountain type 3550 (above) leaves Berkshire Junction and approaches Danbury on August 28, 1937, while 0-8-0 Switcher 3612 (below) works at Maybrook, October 10, 1940.

Raymond W. Brown collection

John P. Ahrens

Santa Fe Type 3212 passes the water tank at Danbury Fair Grounds in 1937.

New York Central Train 26, the eastbound Twentieth Century Limited, passes Clark and 16th Streets, Chicago, January 21, 1939.

NYC 2nd 26 leaves Chicago, January 25, 1930.

PHOTOS BY ALFRED W. JOHNSON

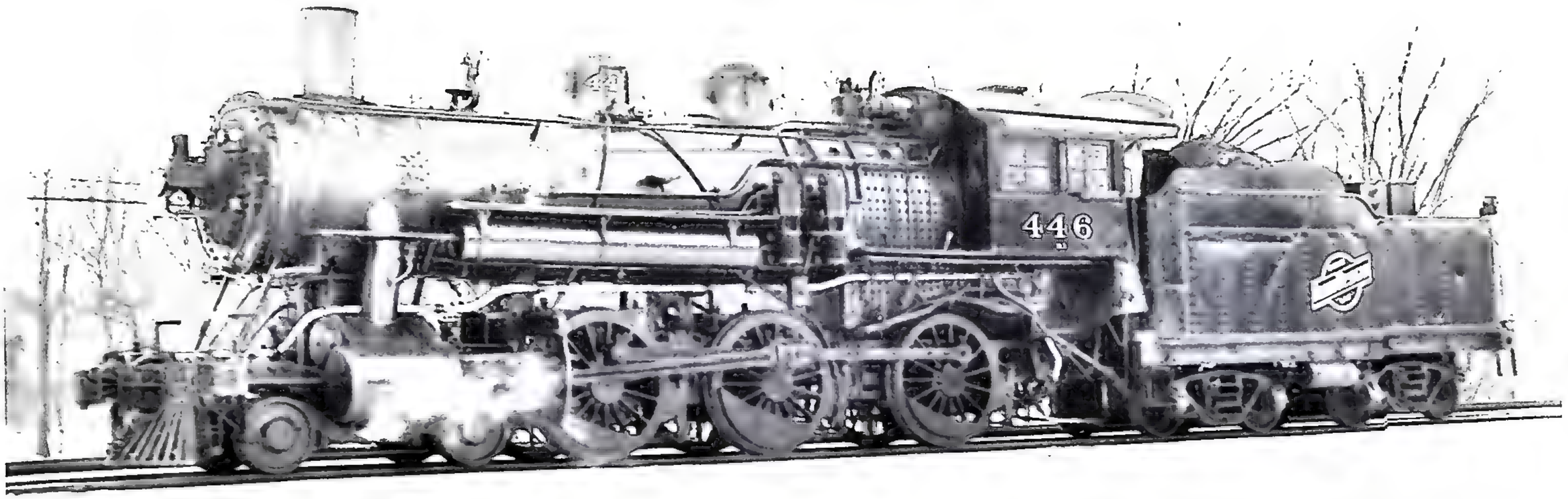
The quality rail photography of Alfred W. Johnson captured much of an era preceding the work of most in this field. As a commercial artist and historian, he sampled the diversity of motive power in the midwest generally and in the Chicago area particularly.

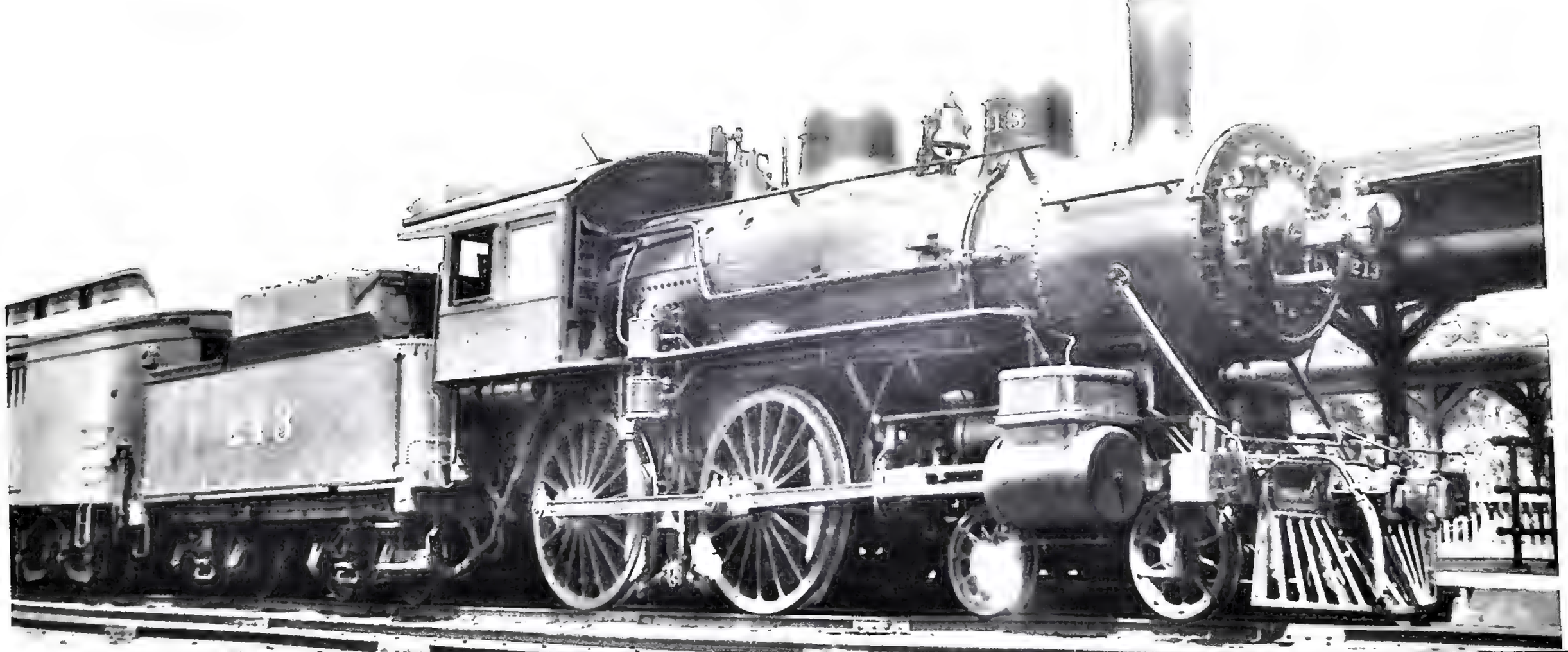
A previous sampling of his work appeared in Volume X Number 2. A similarly diverse sampling of his collection is presented in this issue. As before, we are indebted to Robert A.Janz for supplying the original Johnson prints on which this folio is based.

A busy moment in the Roaring '20s: At Elkhart, Ind. On September 28, 1928, the second and third sections of eastbound 26, The Twentieth Century Limited, pauses behind Hudsons 5231 and 5228. The latter's handsome striping would disappear in a few years with the advent of the 1929 depression.

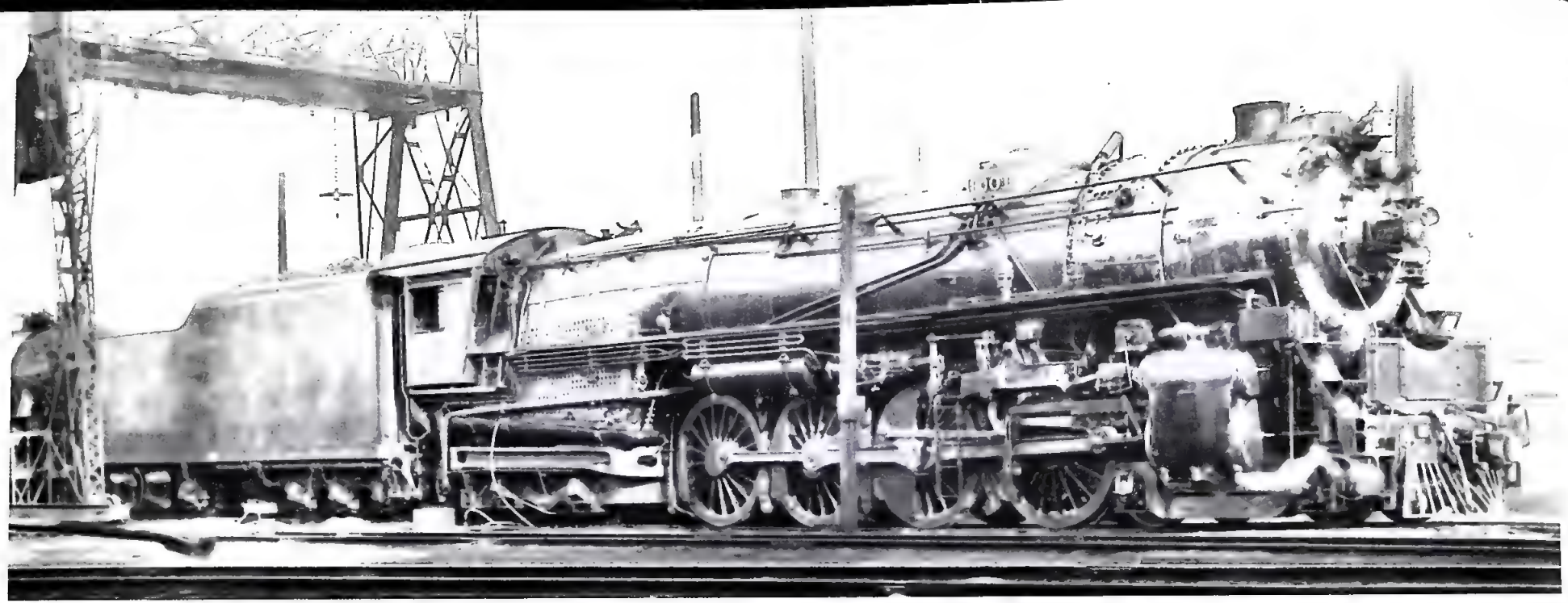
CB&Q Pacific 3921, Train 45, Sugar Grove, Ill., April 13, 1935.

Soo Line 4-8-2 4017 makes the station stop with Train 17 at Forest Park, Ill., August 25, 1935.

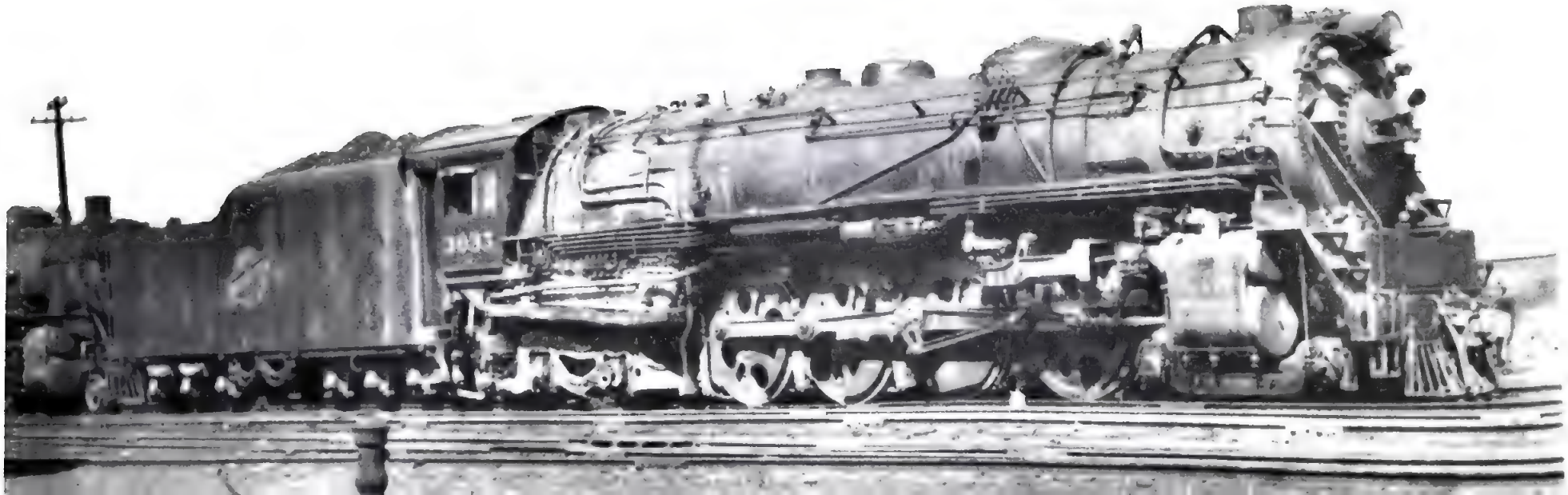




Some older C&NW power: Ten Wheeler 446 (above) is at River Forest, Ill., December 25, 1929. American Type 213 (below) wears the road's earlier paint style at Ames, Ia., June 15, 1928.

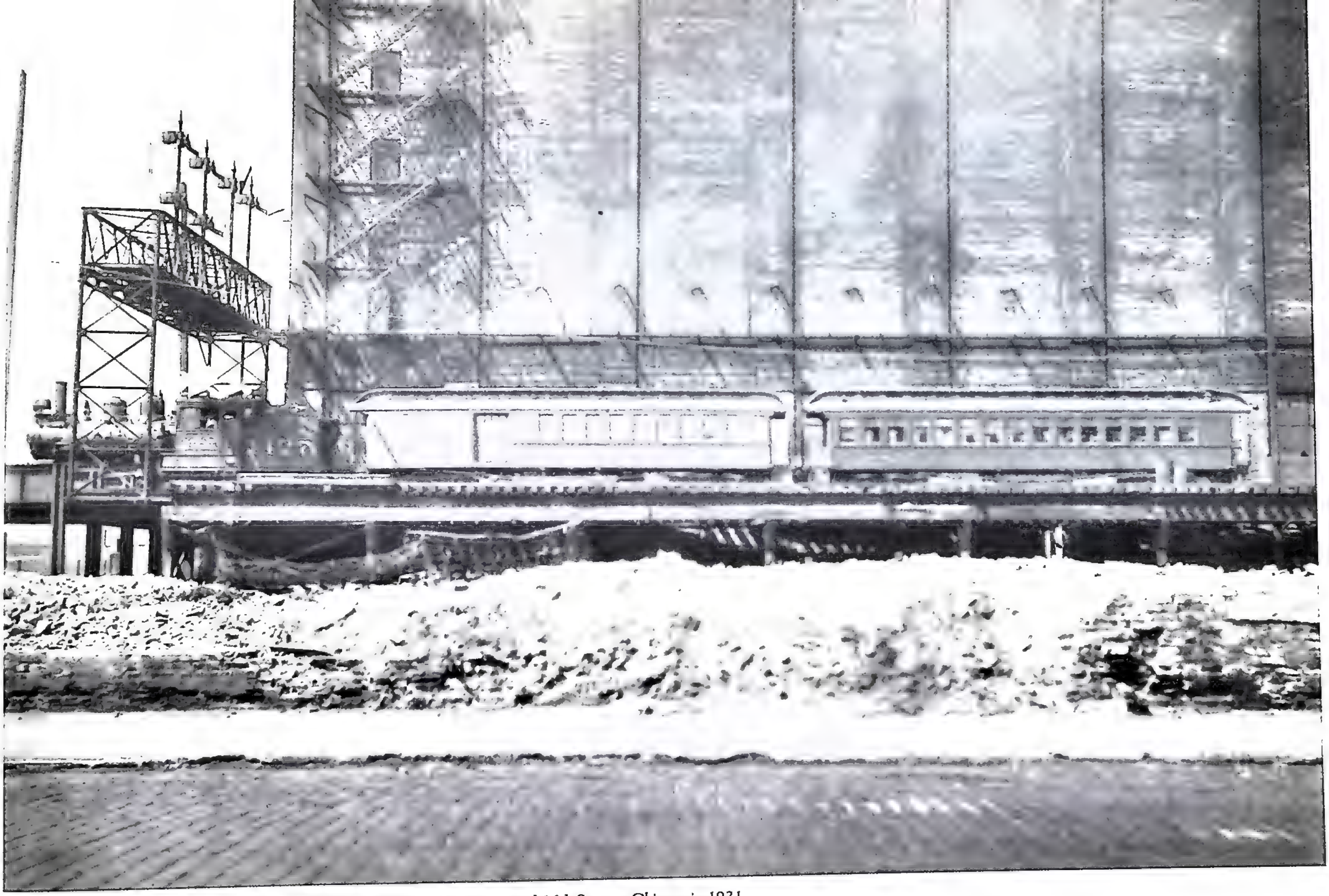


C&NW H-class 4-8-4 3001 appears as built above at Clinton, Ia., August 23, 1930. Rebuilt 3035, below, has shed the "banjo" rear frame above the trailing truck with which these engines were delivered.



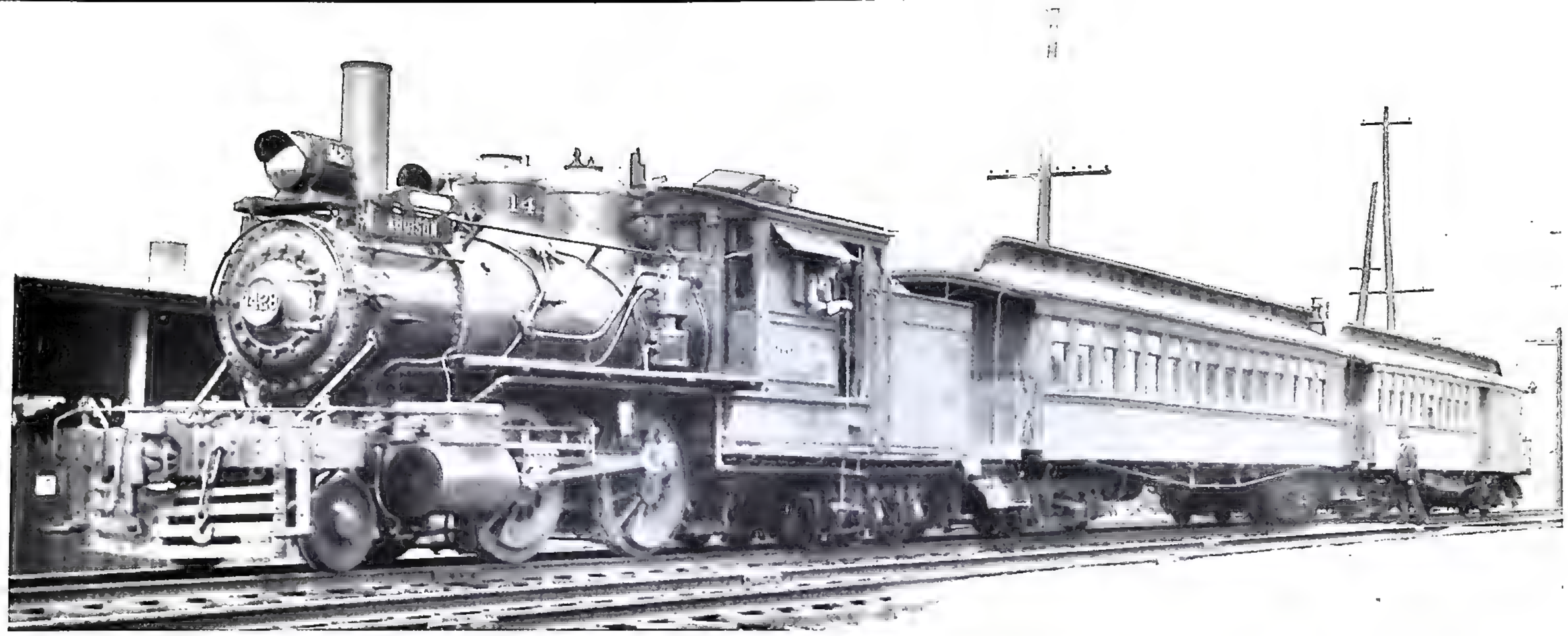
C&NW H-class Northern type 3027, Elmhurst, Ill., July 14, 1935.

Though the Illinois Central electrified its main line commuter service in the mid-1920s, it continued to run local services on the branch from Chicago to Addison with the 2-4-6T engines once common on the main. Engine 1431 of this series waits at 27th Street, Chicago between runs in 1931.



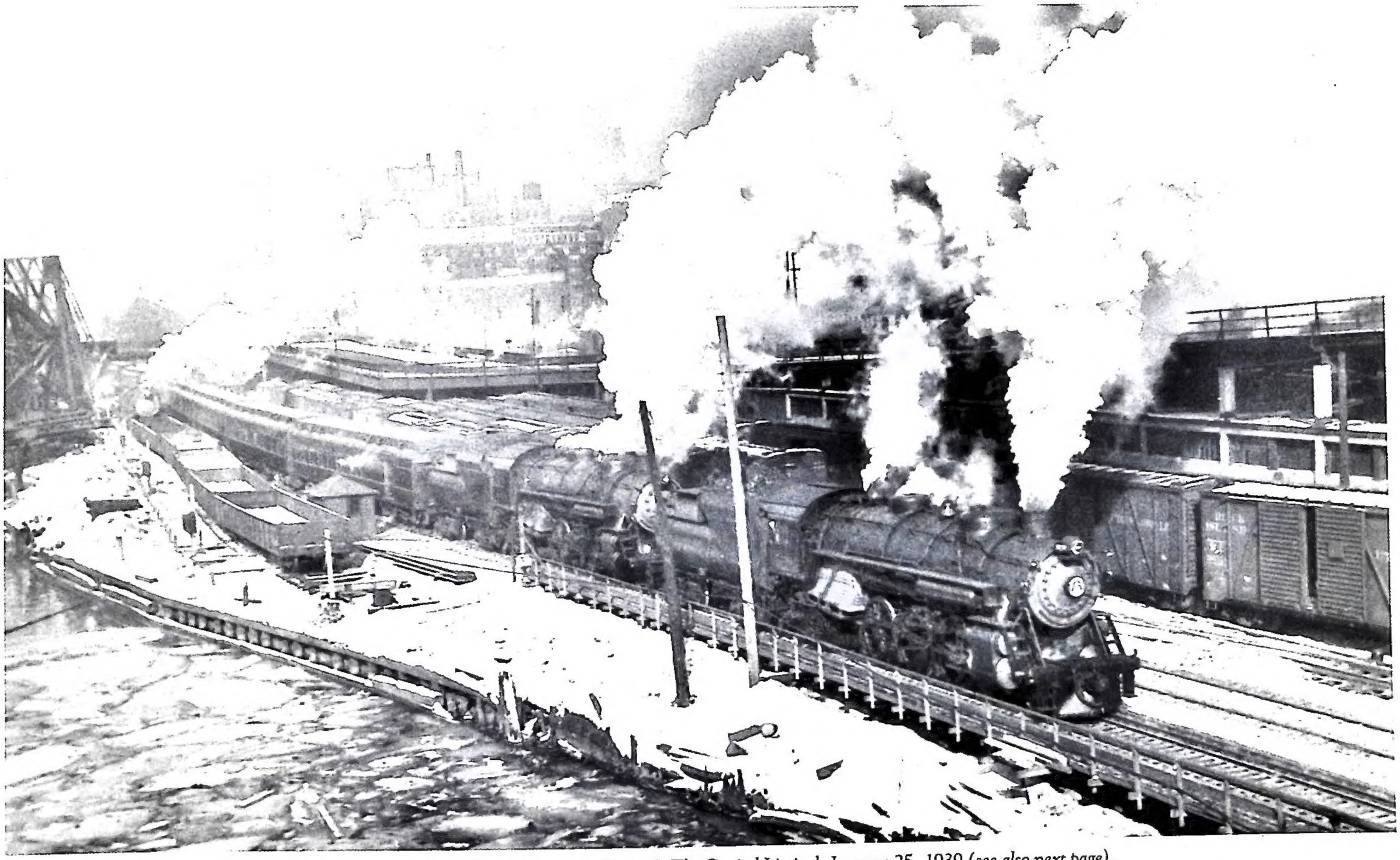
IC Tank Type 1427 leads Addison line Train 145 at State and 16th Streets, Chicago in 1931.

IC 1407 (above) crosses Mannheim Road on the Addison line at Hillside, Ill. In 1928. The 1427 makes the station stop at Berwyn, Ill. with an Addison line local in 1929.

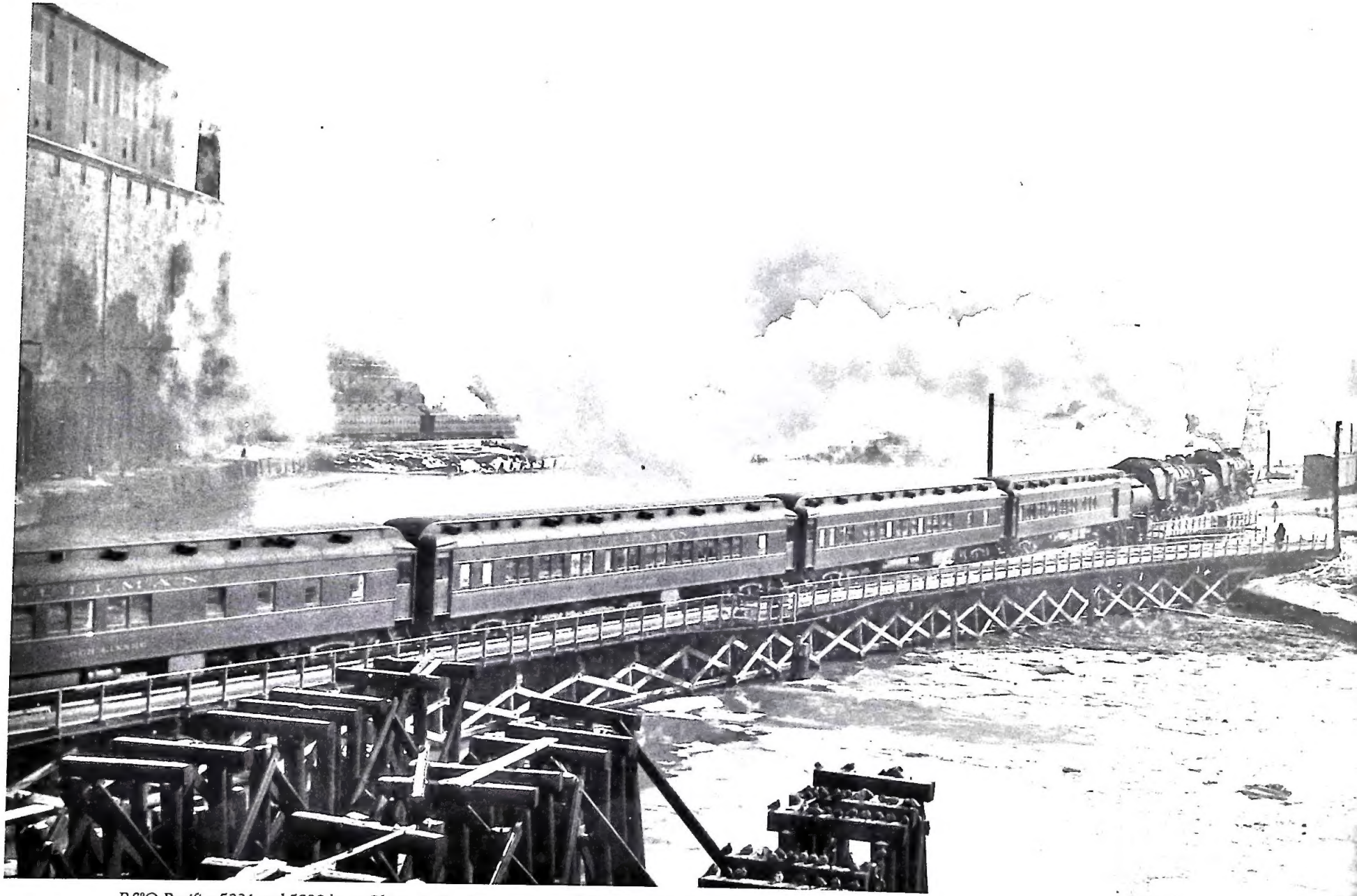


IC locals at Addison: Engine 1428 (above) is there on May 27, 1931 and 1431 (below) also in 1931.

IC 2-4-6T 1428, Addison, Ill., May 27, 1931.



B&O Pacifics 5231 and 5232 leave Chicago's Dearborn station with Train 6, The Capitol Limited, January 25, 1939 (see also next page).



B&O Pacifics 5231 and 5232 leave Chicago's Dearborn station with Train 6, The Capitol Limited, January 25, 1939 *(see preceding page)*

NEXT ISSUE:

- Chesapeake & Ohio - Part 2
- Boston & Maine's Mountain Types
- An Ontario Northland Sojourn
- Photos by Albert Farrow

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Spring 1981: McCloud River Engines—SP 4-4-2s, Pt. 2—Denver, 1900—L. W. Rice Photos

Fall 1984: Monon Power—B&M 4-6-2s—Salida, Dual-Gauge D&RGW Div. Point—C. E. Winters Photos

Winter 1984: Miss. Central Power—SP-WP at Altamont Pass—CB&Q 2-10-4s—William A. Swartz Photos

Summer 1988: Lehigh Valley Power—IC at Freeport,Ill.—WP 2-8-8-2's—George Harris' Photos

Winter 1988: Rio Grande Southern Steam—N&W 4-8-2s—Clinchfield Visit—A. J. Holck Photos

Fall 1989: B&M , Pt.1—UP Pacifics—Engines at Macon, Ga.—Henry E. Bender's Photos

Winter 1989: B&M, Pt.2—SP San Francisco Power—NYO&W E-Class 4-6-0s—D. H. Roberts' Photos

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Summer 1990: C & NW Power—AT&SF 2-10-4s—PRR Power at Baltimore—Photos from Lad G. Arend

Fall 1990: Boston & Albany Engines—GN's Pacifics—Louisville Steam—R. D. Sharpless' Georgia Photos

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Summer 1991: Reading Power Pt 2—D&RGW 4-8-2's—C&O at Richmond—Paul Michaels' photos

Fall 1991: ACL Engines—NP/SP&S at Pasco, Wash.—NYO&W 4-8-2s—Photos by Milton B. Nafus

Winter 1991: DL&W Power, Pt. 1—SP 4-10-2s—Montgomery's Diverse Power—William Russell's Photos

Spring 1992: DL&W Power, Pt.. 2—AT&SF 2-8-2s—Chattanooga's Engines—W. Krawiec photos

Summer 1992: Rayonier Logging Engines—NYC K-3 4-6-2s—D&RGW Pacifics—Forrest Beckum's photos

Fall 1993: Alton R.R. Power—NP at Auburn, Wash.—NYO&W 2-8-0s, Pt.1—Roger Strum's Photos

Winter 1993: M-K-T Power—NC&StL Sojourn—NYO&W 2-8-0s, Pt.2—Ray Buhrmaster's Photos

Summer 1994: Erie, Pt. 2—D&RGW 2-10-2s—PRR-East Pre-Electrification—Harry Albrecht's Photos

Spring 1995: Frisco Lines Pt. 1—NYO&W 2-10-2s—Seattle Steam—Newell M. Martin's Photos

Summer 1995: Frisco Lines Pt 2—PRR Atlantics—CNJ Boat Train Power—H. Reid's Photos

Fall 1995: Virginian Engines—Steam at Binghamton—CMStP&P Mikados—Allan Youell Photos

Winter 1995: T&NO Power—NYC 4-8-2s—AT&SF at Streator, Ill.—Karl E. Schlachter Photos

Spring 1996: B&O, Pt. 1—D&RGW Std.Guage 2-8-2s— M'town & Unionville—K. E. Schlachter, Jr. Pix

Summer 1996: B&O Engines, Pt. 2—UP 2-8-2s—Augusta,Ga. Steam—Don Christensen Photos

Fall 1996: Sandy River Steam—Northern Pacific 4-6-2s—California Western Sojourn—Budd Wilder Photos

Winter 1996: Grand Trunk Western Power—SP 2-10-2s—NYO&W at Middletown—Clyde Helms Photos

Spring 1997: Mo. Pac., Pt.1—Union Pacific's 4-12-2s—A C&WC Sojourn—Donald W. Furler Photos

Summer 1997: Mo. Pac., Pt 2—Ill. Cent.. 2-8-2s, Pt. 1—A M & PA Sojourn—Edward E. Hermanns Photos

Fall 1997: Long Island Steam—Illinois Central 2-8-2s, Pt.2—Cincinnati Pre-1920—John Ahrens Photos

Winter 1997-98: Duluth, Missabe & Iron Range—North. Pac. 4-8-4s—Cincinnati Pt. 2—R.K.Smith Plates I

Spring 1998: CRRofNJ Pt. 1—SP 4-8-0s, Pt. 1—A Dominion Atlantic Sojourn—R. K. Smith Plates II

Summer 1998: CRRofNJ Pt. 2—SP 4-8-0s, Pt. 2—Norfolk & Portsmouth Belt—R. F. Collins photos in Europe

Fall 1998: Ann Arbor Engines—D&RGW Alamosa-Durango—C&O Mikados—Cornelius W. Hauck Photos

Winter 1998-99: The Original Norfolk Southern—CB&Q 4-8-4s—Staten Island R.R.—O. C. Perry Photos

Spring 1999: Pennsylvania R.R., Pt.1—San Diego & Ariz. E.—L&HR 2-8-0s—W.C. Reid's Photos

Summer 1999: Pennsylvania R.R., Pt.2—SAL 2-10-0's—Pacific Great Eastern—Vincent M. Luwe's Photos

Fall 1999: Central of Georgia Power—NP 2-8-0s—NYO&W at Cadosia, N.Y.—G. A. Doeright Photos

Winter 1999-2000: Rutland Locomotives—Oakland Sojourn—Soo Line 4-8-2s—John P. Locke Photos

Spring 2000: Burlington Power, Part 1—L&N 2-8-4s—NYC Power At Harmon—George E. Votava Photos

Summer 2000: Burlington Power Pt. 2—WP 4-8-2s—D&H at Carbondale, Pa.—Bob Jack Photos

Fall 2000: Nickel Plate Engines—SP 2-8-8-2s—Detroit & Mackinac Sojourn—Peter Gilbert Photos

Winter 2000-2001: Bangor & Aroostook —SP 12-Drivered Mallets—East Broad Top —S.S.Sutton Photos

Spring 2001: N&W Pt. 1—SP 4-8-8-2 Articulateds—A Georgia & Florida Sojourn—J. Schick Photos

Summer 2001: N&W Pt.2—KO&G-Midland Valley Sojourn—Erie's K1 Pacifics—F. William Gresham Photos

Fall 2001: Central Vermont Locomotives—AT&SF 4-8-2s—Gainesville Midland Sojourn—Robrt F. Collins Photo Sampler

Winter 2001-2002: Western Pacific Engines—ACL's Pacifics—Duluth, South Shore & Atlantic Sojourn—Frank Peterson Photos

Spring 2002: N YC, Pt. 1—CPR 2-10-4s—Meadow River Lumber Co. Sojourn—Gerald M. Best Photos

Summer 2002: NYC, Pt. 2—Union Pacific Big Boy 4-8-8-4s—DL&W Power at Scranton—Hugh M. Comer Photos

Fall 2002: Nacionales De Mexico Power—Western Maryland 2-8-0s—Nowich on the NYO&W—James R. Sullivan Sketches

Winter 2002-2003: Great Northern, Pt. 1—CGA Mountain Types—Erie Power at Port Jervis—Milton A. Davis Photos

Spring 2003: Great Northern, Pt. 2—Cotton Belt 2-8-0s—A Sydney & Louisburg Sojourn— Bernhard G. Corbin Photos

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